Ordinary Meeting of Council Agenda

to be held on Tuesday 4 August 2020 at 7.00pm via TEAMS

Participating in Council meetings during the COVID-19 pandemic

In order to ensure the health and safety of Councillors, staff and the community, Council meetings held during the Victorian State of Emergency are closed to the public. This is in accordance with advice provided by the State Government.

Members of the public are encouraged to watch proceedings online at www.yarracity.vic.gov.au/webcast.

Making a submission

If you have participated in consultation about a matter before this meeting, you do not need to submit your feedback again. However, if you would like to ask a question about something that is not on the agenda, or make a brief submission about something that is listed, you can join the meeting online using the Microsoft Teams platform.

To register for the meeting and receive instructions on how to participate, please register by following the link to this meeting from www.yarracity.vic.gov.au/meetings. Your registration must be lodged by 10.00am on the day of the meeting.

Recording and Publication of Meetings

An audio and video recording is made of all public Council Meetings, streamed live and 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.

Meeting recordings can be viewed at http://webcast.yarracity.vic.gov.au.

www.yarracity.vic.gov.au

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)
- Brooke Colbert (Group Manager Advocacy, Engagement and Communications)
- Ivan Gilbert (Group Manager Chief Executive's Office)
- Lucas Gosling (Director Community Wellbeing)
- Gracie Karabinis (Group Manager People and Culture)
- Chris Leivers (Director City Works and Assets)
- Diarmuid McAlary (Director Corporate, Business and Finance)
- Bruce Phillips (Director Planning and Place Making)
- Rhys Thomas (Senior Governance Advisor)
- Mel Nikou (Governance Officer)

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

4. Confidential business reports

Item

4.1 345 Bridge Road Richmond

This item is to be considered in closed session to allow consideration of private commercial information, being information provided by a business, commercial or financial undertaking that relates to trade secrets or if released, would unreasonably expose the business, commercial or financial undertaking to disadvantage.

These grounds are applicable because the report contains information provided to Council by a number of different parties on a commercial in confidence basis during the lease negotiation process.

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 66(2)(a) of the Local Government Act 2020. 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 66(2) (a) of the Local Government Act 2020, to allow consideration of confidential information.

5. Confirmation of minutes

RECOMMENDATION

That the minutes of the Special Council Meeting held on Thursday 16 July 2020 be confirmed.

That the minutes of the Ordinary Council Meeting held on Tuesday 21 July 2020 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.

Public submissions procedure

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.

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

8. Delegate's reports

9. General business

10. Questions without notice

11. Council business reports

Item		Page	Rec. Page	Report Presenter
11.1	2020/21 Budget, 4 Year Strategic Resource Plan, & 10 Year Long Term Financial Strategy Adoption	8	10	Mark Montague – Chief Financial Officer
11.2	2020/21 Annual Plan	164	166	Julie Wyndham – Manager Corporate Planning and Performance
11.3	Community engagement policy and action plan	202	204	Brooke Colbert – Group Manager Advocacy, Engagement and Communications
11.4	Centenary of Election of Victoria's First Woman Councillor	229	232	Ivan Gilbert - Group Manager Chief Executive's Office
11.5	Old Heidelberg Road Alphington	233	235	Ivan Gilbert - Group Manager Chief Executive's Office
11.6	Supplementary Report for PLN20/0006 - 462 - 482 Swan Street, Richmond - Construction of a thirteen storey building (including one level of plant, plus two basement levels), reduction in the car parking requirement associated with the retail/food and drinks premises and office uses (no permit required for uses) and alteration of access to a Road Zone, Category 1	239	249	Mary Osman – Manager Statutory Planning

12. Notices of motion

Nil

13. Urgent business

Nil

11.1 2020/21 Budget, 4 Year Strategic Resource Plan, & 10 Year Long Term Financial Strategy Adoption

Trim Record Number: D20/124601
Responsible Officer: Director Corporate, Business and Finance

Purpose

1. In relation to the 2020/21 Proposed Budget, Council having considered public submissions and information contained in this report, must resolve on whether to:
   (a) adopt the 2020/21 proposed Budget following public notice and inspection in accordance with the requirements of the *Local Government Act* 1989 (the Act) and Local Government (Planning and Reporting) Regulations 2014 (the Regulations); and
   (b) declare the amount which the Council intends to raise by General Rates and Charges;
   (c) adopt the 2020/21 – 2023/24 proposed Strategic Resource Plan (SRP); and
   (d) adopt the 2020/21 – 2029/30 proposed Long Term Financial Strategy (LTFS).

Background

2. On 19 May 2020, Council resolved to adopt in principle the proposed 2020/21 Budget, 2020/21 – 2023/24 SRP and 2020/21 – 2029/30 LTFS for the purpose of community consultation.
3. On 16 July 2020, Council held a Special Council Meeting to hear verbal submissions on these documents.

External Consultation

4. The proposed 2020/21 Budget was publicised via:
   (a) a formal public notice in The Age and Council's website on Thursday 21 May 2020;
   (b) a Special Budget Edition of Yarra News (4pp) (to 55,000 residents and businesses, and available online);
   (c) Regular articles in our Yarra Life email newsletter (to 13,000 subscribers);
   (d) Facebook campaign (3,089 reach);
   (e) Facebook video with the Mayor (2,000 reach);
   (f) Twitter campaign (3 posts, 6 retweets, 10 likes);
   (g) Instagram campaign (3 posts, 76 likes); and
   (h) Direct emails to previous submitters and Advisory Committee representatives.
5. The proposed 2020/21 Budget has been available for public inspection for 30 days, from 21 May to 19 June 2019, with the community having an option for submitting formal submissions via email, online on Council's website or post, as stipulated under s223 of the Local Government Act.
6. At the close of submissions on Friday 19 June 2019, Council had received 66 submissions. Some submitters raised multiple issues in their submission with 103 comments being received across 52 issues.
7. A summary of submission issues and responses is contained in **Attachment 4**. In addition to this, Councillors have been provided with full details of all submissions and officer responses.

Internal Consultation (One Yarra)

8. The Budget has been prepared in consultation with Managers and the Executive. The Governance branch has provided advice to ensure compliance with the legislative obligations of the Local Government Act 1989.

Financial Implications

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

Economic Implications

10. The annual budget preparation and adoption process has wide-ranging economic implications for Yarra's citizens, particularly those reliant on Council infrastructure, services and funding, which in turn continue to support and contribute to economic activity in the municipality.

Environmental Sustainability Implications

11. The annual budget preparation and adoption process shows a commitment to continue funding appropriate environmental initiatives.

Social Implications

12. The social implications of the annual budget preparation and adoption process support Council's strategic objectives which include supporting the community, liveability and sustainability.

Human Rights Implications

13. Human Rights have been considered, and there are no human rights implications.

Communications with CALD Communities Implications

14. Translation service assistance is available via Council's website for members of the CALD community and this service extended to the Council Plan and Budget process.

Council Plan, Strategy and Policy Implications

15. The proposed Budget and Strategic Resource Plan (SRP) complement the Council Plan 2017-2021.

16. In accordance with Section 125(7) of the Local Government Act and Section 26 of the Public Health and Wellbeing Act, the Council Plan 2017-2021 (incorporating the Health Plan) has been reviewed and no changes are proposed.

Legal Implications

17. Adoption of Council's proposed Budget, SRP and LTFS process is as prescribed in the Act and all requirements have been addressed.

Other Issues

18. The adopted Budget will include the results received to date of the 2020 revaluations as well as any supplementary valuations of properties in the municipality which will then determine the 'rate in the dollar' to be used to generate general rate income. This will be pending clarification with the Valuer-General Victoria (VGV) on the final valuations received.

Conclusion

19. Council's proposed 2020/21 Budget, SRP, & LTFS process commenced in November 2019 and has involved numerous meetings with Councillors and Officers over the past several months.

20. Council ran an early community engagement process in late 2019/early 2020 and this initial round of consultation assisted Council to understand a range of community suggestions and priorities for the budget.

21. The formal public consultation phase of this process commenced in May 2020. As a result of restrictions imposed by the State Government in handling the COVID-19 pandemic, Council was unable to conduct live community information session, alternatively holding a number of Q&A videos with our Mayor online at yoursayyarra.com.au as well as running a budget hotline to respond to community questions about the budget. The public submission process generated interest and input from the community, with 66 submissions on the proposed documents.

22. All submissions have been reviewed and assessed (refer **Attachment 4**). Officers will respond to all submitters in writing.

23. Council has satisfied the legislative requirements of the process and is now in a position to adopt its 2020/21 Budget, 2020/21-2023/24 SRP, and 2020/21 – 2029/30 LTFS.

24. Any further changes resulting from Council Plan and Budget deliberation and resolution, or changes from the VGV, will be incorporated in the final version of the documents.

RECOMMENDATION

1. That Council, in considering submissions made on the proposed 2020/21 Budget and for the reasons set out at Attachment 4:

   (a) adopts the 2020/21 Proposed Budget as the Annual Budget of Council for the 2020/21 financial year;

   (b) adopts the 2020/21 – 2023/24 Proposed SRP as the Strategic Resource Plan for 2020/21;

   (c) adopts the 2020/21 – 2029/30 Proposed LTFS as the Long Term Financial Strategy for 2020/21;

   (d) makes copies of the 2020/21 Adopted Budget, SRP & LTFS available at Council offices, libraries and on Council's website;

   (e) authorises the Chief Executive Officer to give public notice of the decision to adopt the Annual Budget and submit a copy to the Minister for Local Government, in accordance with Section 130 of the Act;

   (f) endorses Council's response to the submissions and notifies in writing the persons who have made a submission regarding the 2020/21 Proposed Budget, SRP and LTFS of Council's decision, in accordance with Section 223 of the Act, which will include a response to the issues raised in the submission;

   (g) declares rates and charges as per pages 38-41 of the budget document (Attachment 1), in summary, an amount of $ 115,869,000.00 (or such greater amount as is lawfully levied as a consequence of this resolution) as the amount which Council intends to raise by General Rates and other charges, which is calculated as follows:

General Rates	$ 115,098,000.00
Special Rates & other charges	$ 245,000.00
Supplementary Rates	$1,000,000.00
Pensioner rate rebate and other rate offsets	($474,000.00)
Total Rates and Charges	$ 115,869,000.00

   (h) advises in respect to General Rates:

      (i) a general rate be declared in respect of and for the entire duration of the 2020/21 financial year;

      (ii) it further be declared that the general rate be raised by application of a uniform rate;

      (iii) a percentage of 0.039415461 be specified as the percentage of the uniform rate which may be alternatively expressed as $0.039415461 cents in the NAV dollar: this figure is subject to clarifying the final valuations with the VGV;

      (iv) it be confirmed that no amount is fixed as the minimum amount payable by way of a general rate in respect of each rateable property within the municipality; and

      (v) the Council funded Pensioner Rate Rebate be declared at $190.90 for 2020/21;

(i) declares no Annual Service Charge in respect of the 2020/21 financial year;

(j) declares no Municipal Charge in respect of the 2020/21 financial year; and

(k) authorises the Chief Executive Officer to effect administrative and wording changes to the proposed 2020/21 Budget, SRP & LTFS documents, which may be required.

2. That Council has reviewed the Council Plan (incorporating the Health and Wellbeing Plan) in accordance with relevant legislation, and no changes are proposed.

CONTACT OFFICER: **Mark Montague**
TITLE: **Chief Financial Officer**
TEL: **9205 5503**

Attachments

1⇩ Yarra City Council - Proposed Annual Budget - 2020-2021
2⇩ Yarra City Council - Proposed SRP - 2021-2024
3⇩ Yarra City Council - Proposed Long Term Financial Strategy 2020-21-2029-30
4⇩ Reasons for Councils 2020/21 Budget Decision

Attachment 1 - Yarra City Council - Proposed Annual Budget - 2020-2021



Attachment 1 - Yarra City Council - Proposed Annual Budget - 2020-2021

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Disclaimer

The information contained in this document is for general guidance only. It is not professional advice and should not be used, relied upon or treated as a substitute for specific professional advice. Given the changing nature of laws, rules and regulations, and the inherent hazards of electronic communication, there may be delays, omissions or inaccuracies in information contained in this document.

The model budget, including financial statements, has been prepared in accordance with the requirements of the *Local Government Act 1989* and the *Local Government (Planning and Reporting) Regulations 2014* . While every effort has been made to ensure that the information contained in this document has been accurate and complies with relevant Victorian legislation, each Council remains responsible to ensure that the budget they prepare is compliant with all statutory requirements.

Message from the Mayor and CEO

We release Yarra City Council's proposed 2020/21 budget in challenging and uncertain times. In the midst of the global coronavirus (COVID-19) pandemic, we have made some difficult but necessary financial decisions to support our community.

Our biggest challenge while developing this year's proposed budget was ensuring that we continue to deliver all our essential services, while simultaneously supporting Yarra's community through COVID-19 and into the recovery phase.

The biggest highlight of this proposed budget is our $7.46 million COVID-19 Community and Economic Support Package. The package provides financial assistance for the residents and businesses hardest hit by COVID-19 and support for our creative and sporting communities. It is designed to sustain the Yarra community during the challenging months ahead.

Our investment complements the relief and stimulus packages provided by the Federal and Victorian governments. All tiers of government in Australia have an important role in building the capacity of communities to survive, and in time, thrive in uncertain economic times.

The impacts of COVID-19 have meant that some of our strategic priorities are not included in this year's proposed budget. While these are currently on hold, we remain committed to delivering projects that address the climate emergency and improve our neighbourhoods in the very near future.

Some of these important projects include transitioning our buildings and facilities away from natural gas, improving Yarra's water management, rolling out our new four-bin waste and recycling service and delivering new bike lanes.

We acknowledge the significant community support these projects have and will be considering these in our mid-year budget review, once the full economic impact of COVID-19 is better understood. We are absolutely committed to delivering them as soon as financially possible.

While COVID-19 has impacted our bottom line, you'll still see a range of significant improvements across Yarra in 2020/21. The proposed budget funds our $9.23 million footpath and roads renewal program to keep pedestrians and motorists safe in our City. Our libraries will receive $620,000 in new resources to educate and inspire residents of all ages. We're also progressing the construction of a 1.2 million litre rainwater storage tank at Edinburgh Gardens that will provide 80 per cent of the reserve's supply through recycled water – an $800,000 investment by Yarra matched by the Victorian Government.

Our proposed budget also solidifies our commitment to delivering the essential services that all Yarra residents and ratepayers expect. You'll continue to see our parks, facilities and drains well-maintained, and dedicated services for our older residents, families and young people will continue as always.

We would like to thank everyone who shared their ideas and priorities with us during the first phase of community engagement on this proposed budget. Your feedback has informed a proposed budget that will deliver high-value, high-quality services to our growing community.

You're now invited to review Yarra's proposed 2020/21 budget and make a formal submission. While we can't conduct our usual face-to-face engagement with you this year due to physical distancing, we've providing new and flexible ways to inform you and seek your feedback during this time.

Attachment 1 - Yarra City Council - Proposed Annual Budget - 2020-2021

You can read the full proposed budget and watch a video explaining its key highlights at **yoursayyarra.com.au/budget**. Here you'll also be able to ask us any questions, which will be responded to publicly. We may also post new videos if we receive lots of common questions or themes.

As always, you can make your submission online, via email or by post. To request a hard copy of the proposed budget, please contact us on **9205 5555**. Submissions must be received by 5pm on Friday 19 June 2020.

Submissions will be heard at a Special Council Meeting at 7pm on Thursday 16 July 2020 which will be live streamed to the public. If you would like to speak to your submission (or have someone speak on your behalf), we'll let you know how you can do this prior to the meeting.

Thank you for your patience, strength and community spirit during this time.

Cr Misha Coleman
Mayor

Vijaya Vaidyanath
Chief Executive Officer

Attachment 1 - Yarra City Council - Proposed Annual Budget - 2020-2021

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

Financial Snapshot

	Forecast Actual 2019/20 $ million	Budget 2020/21 $ million
Total Revenue	*197.02*	***193.41***
Total Expenditure	*186.60*	***197.36***
Comprehensive Operating Result	*62.63*	***(3.94)***
Adjusted underlying result	*2.27*	***(13.10)***
Operating cash result	*30.98*	***13.26***
Capital Works Program	*37.30*	***30.54***
Funding the Capital Works Program		
Council	*33.22*	***25.78***
Grants	*2.99*	***4.17***
Open Space Reserve contributions	*1.09*	***0.59***
Borrowings	-	*-*

Commentary on the financial snapshot:

• The Comprehensive Operating Result has decreased from forecast to budget due to the effects of asset revaluations in 2019/20 on the forecast Comprehensive Operating Result. The 20/21 budget also includes further expected financial impacts of the COVID-19 pandemic.

• Total Revenue has decreased from forecast to budget predominately due to the budgeted impact of the COVID-19 pandemic on Council revenue.

• Adjusted underlying result and Operating cash result have decreased significantly from forecast to budget due to the expected financial impact of the COVID-19 pandemic on Council's operations for 2020/21 year.

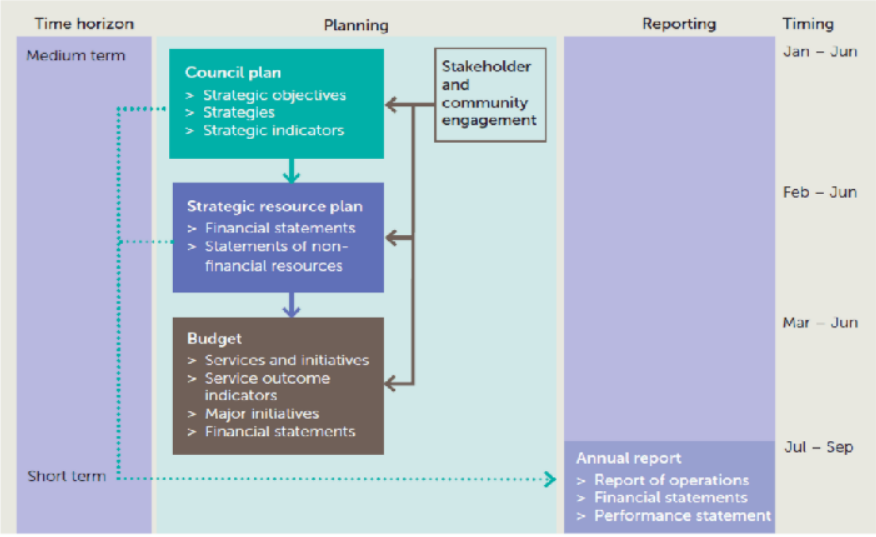
• Capital Works program has decreased from forecast to budget due to the delay of a number of new projects until the full financial impact of the COVID-19 pandemic is able to be assessed.

1. Link to the Council Plan

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

1.1 Legislative Planning and accountability framework

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



Source: Department of Environment, Land, Water and Planning

Feeding in to the above, Council has a long term plan which articulates a community vision, mission and values. The Council Plan is prepared with reference to Council's long term Community Plan.

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

1.1.2 Key planning considerations

Service level planning

Although councils have a legal obligation to provide some services—such as animal management, local roads, food safety and statutory planning—most council services are not legally mandated, including some services closely associated with councils, such as libraries, building permits and sporting facilities. Further, over time, the needs and expectations of communities can change. Therefore councils need to have robust processes for service planning and review to ensure all services continue to provide value for money and are in line with community expectations. In doing so, councils should engage with communities to determine how to prioritise resources and balance service provision against other responsibilities such as asset maintenance and capital works.

1.2 Our purpose

Our Vision

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

Our values

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

INTEGRITY

Honesty. Fairness. Transparency.

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

ACCOUNTABILITY

Ownership. Leadership. Initiative

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

TEAMWORK

Support. Collaboration. Encouragement.

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

RESPECT

Understanding. Empathy. Courtesy.

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

INNOVATION

Lead. Learn. Improve.

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

SUSTAINABILITY

Environmental. Economic. Social. Cultural.

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

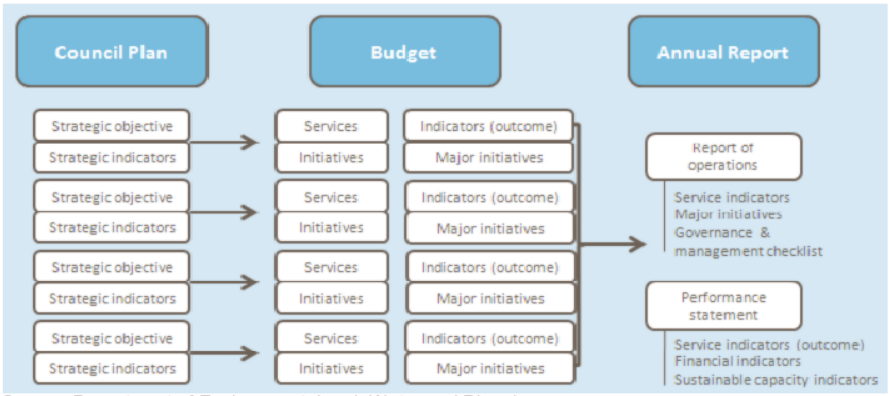
1.3 Strategic objectives

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

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

2. Services and service performance indicators

This section provides a description of the services and initiatives to be funded in the Budget for the 2020/21 year and how these will contribute to achieving the strategic objectives outlined in the Council Plan. It also describes several initiatives and service performance outcome indicators for key areas of Council's operations. Council is required by legislation to identify major initiatives, initiatives and service performance outcome indicators in the Budget and report against them in their Annual Report to support transparency and accountability. The relationship between these accountability requirements in the Council Plan, the Budget and the Annual Report is shown below



Source: Department of Environment, Land, Water and Planning

2.1 Strategic Objective 1
A healthy Yarra:

A place where... community health, safety and wellbeing are a focus in everything we do

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

Council's work to achieve this Strategic Objective includes the following strategies:
1.1 Maintain and enhance Yarra's open space network to meet the diverse range of community uses
1.2 Promote a community that is inclusive, resilient, connected and enjoys strong mental and physical health and wellbeing
1.3 Provide health promoting environments that encourage healthy eating and active living
1.4 Assist to reduce the harms from alcohol and drugs on individuals and the community in partnership with State Agencies and key service providers
1.5 Promote environments that support safe and respectful sexual practices and reproductive choices
1.6 Promote a gender equitable, safe and respectful community
1.7 Promote an effective and compassionate approach to rough sleeping and advocate for affordable, appropriate housing
1.8 Provide opportunities for people to be involved in and connect with their community

Attachment 1 - Yarra City Council - Proposed Annual Budget - 2020-2021

Services

Service area	Description of services provided		2018/19 Actual $'000	2019/20 Forecast $'000	2020/21 Budget $'000
Family, Youth and Children's Services	Family, Youth and Children's Services provides direct services for children, young people and their families and is also responsible for municipal wide planning for children and young people. Key services: • Education and Care / Children's Services • Maternal & Child Health • Family Support • Youth & Middle Years	*Exp*	17,292	18,121	18,546
		Rev	(9,258)	(9,831)	(9,716)
		NET	8,034	8,290	8,830
Aged and Disability Services	Aged and Disability Services provides a range of services to assist older adults and people with disabilities to live independently in their homes. The services include home care, personal care, home maintenance, meals and social support to older people, younger people with disability and their carers. The Branch carries out community development and strategic planning roles to support the inclusion of older adults and people with disability in community life, including resourcing Council's Disability Advisory Committee and the Active Ageing Advisory Group. Key Services: • Delivering community care services • Community Development • Support for Older Persons Groups • Strategy planning and development for Disability, Access & Inclusion and Active Ageing • Community Transport • Contract Management	*Exp*	6,300	6,555	6,640
		Rev	(3,789)	(4,102)	(4,212)
		NET	2,511	2,453	2,428

Attachment 1 - Yarra City Council - Proposed Annual Budget - 2020-2021

Service area	Description of services provided		2018/19 Actual $'000	2019/20 Forecast $'000	2020/21 Budget $'000
Recreation and Leisure Services	Recreation and Leisure Services operates three major leisure and aquatic facilities, a public golf course and a community gymnasium and provides a range of high quality facilities and programs that encourage participation from a broad cross section of the community. The branch also manages and provides accessible recreation opportunities, services, facilities and open space. Our service provides diverse recreational and leisure opportunities, whilst maintaining facilities that are safe, clean and fit-for-purpose. Key Services: • Collingwood Leisure Centre • Richmond Recreation Centre • Fitzroy Swimming Pool • Collingwood Estate Gym • Burnley Golf Course • Recreation planning, club development and sports field allocation	*Exp*	11,711	12,017	11,617
		Rev	(10,844)	(7,160)	(5,474)
		NET	867	4,857	6,143
Compliance Services	Compliance Services is responsible for a range of statutory enforcement services to maximise the health, safety and harmony of the City. Key services include: • Animal Management • Local Laws Enforcement • School Crossing Management • Temporary Liquor Licensing referrals • Local Law permits • Litter Enforcement • Construction Enforcement • Health Protection	*Exp*	6,342	6,795	7,021
		Rev	(4,806)	(4,206)	(5,098)
		NET	1,536	2,589	1,923

City of Yarra Proposed 2020/21 - Annual Budget – Adoption in Principle

Service area	Description of services provided		2018/19 Actual $'000	2019/20 Forecast $'000	2020/21 Budget $'000
Social Strategy	Social Strategy has responsibility for developing and implementing strategies on affordable housing and homelessness, alcohol and other drugs, gambling, community safety and population health and wellbeing. Key services include: • Social policy advice • Strategic advocacy • Stakeholder management (government and commissioned agencies in justice, planning, health and human services, et.al) • Qualitative and quantitative survey research • Demography and population forecasts, social and health statistics • Geospatial analysis • Literature reviews	*Exp*	545	637	649
		Rev	-	(2)	-
		NET	545	635	649

Major Initiatives

1) **Ryan's Reserve Netball/Tennis Court and Pavilion ($600K)**
Council will complete the redevelopment of the Ryan's Reserve pavilion and public toilet facilities to comply with ESD and DDA requirements.

2) **Brunswick Street Oval Redevelopment ($500K)**
Council will commence work on the redevelopment of Brunswick Street Oval sporting and community facilities including upgrading facilities to enable better participation of women and girls, fit-for-purpose meeting rooms for community use, more public toilets and improving access and safety.

3) **State Government Suburban Parks Program ($200K)**
Council will undertake consultation, planning and design of two new open spaces within the electorate of Richmond. This project is part of the State Government's Suburban Parks Program.

Other Initiatives

4) **Reid Street Park ($135K)**
Council will construct a small local park (300sqm) in Reid Street, Fitzroy North, providing additional open space for the local community.

5) **New open space planning and design ($85K)**
Council will prepare design and documentation for park extension and redevelopment of the following sites:
- Gwynne Street, Cremorne - small public space on the corner of Gwynne and Stephenson Street
- Stephenson Reserve, Cremorne - small public space on the corner of Dover and Stephenson Street

6) **King William Street, Fitzroy ($60K)**
Council will undertake a feasibility study for open space improvements at the Condell Street and Young Street

Attachment 1 - Yarra City Council - Proposed Annual Budget - 2020-2021

Service Performance Outcome Indicators

Service	Indicator	2018/19 Actual	2019/20 Forecast	2020/21 Budget
Animal Management*	Health and Safety Animal management prosecutions (Number of successful animal management	14	14	14
Aquatic Facilities*	Utilisation Utilisation of aquatic facilities (Number of visits to aquatic facilities per head of	9.23	9.23	9.23
Food Safety*	Health and Safety Critical and major non-compliance outcome notifications (Percentage of critical and major non-compliance outcome notifications that are followed up by Council)	99.54%	100%	100%
Maternal and Child Health*	Participation Participation in the MCH service	82.75%	82.75%	82.75%
Maternal and Child Health*	Participation Participation in MCH service by Aboriginal children (Percentage of children enrolled who participate in the MCH service)	78.43%	78.43%	78.43%

* refer to table at end of section 2.2 for information on the calculation of Service Performance Outcome Indicators

2.2 Strategic Objective 2

An inclusive Yarra:

A place where…Inclusion, diversity and uniqueness are welcomed, respected and celebrated
Identity was a passionate and recurring theme throughout community consultation for the Council Plan. Our community values its diversity. Creating a safe place where people of all ages, genders, sexualities, abilities, cultures and backgrounds feel welcome and connected is a priority for Council.
Council's work to achieve this Strategic Objective will include the following strategies:

2.1 Build resilience by providing opportunities and places for people to meet, be involved in and connect with their community
2.2 Remain a highly inclusive Municipality, proactive in advancing and advocating for the rights and interests of specific groups in the community and community issues
2.3 Continue to be a local government leader and innovator in acknowledging and celebrating Aboriginal history and culture in partnership with Traditional Owners
2.4 Acknowledge and celebrate our diversity and people from all cultural backgrounds.
2.5 Support community initiatives that promote diversity and inclusion.

Services

Service area	Description of services provided		2018/19 Actual $'000	2019/20 Forecast $'000	2020/21 Budget $'000
Community Development	The Community Development Unit strengthens civic participation, champions social inclusion and cohesion and supports community groups and organisations through programs including the Community Grants Program, Neighbourhood Houses Partnership Strategy and MOU, Social Justice Charter, Homelessness & Rough Sleeping Engagement, Volunteering Strategy, Multicultural Partnerships Plan and Community Strengthening Policy Framework. Key Services: • Community capacity building initiatives (community events, training and education) • Supporting multicultural community networks (Multicultural Advisory Group, Yarra Settlement Forum Yarra and Interfaith Network) • Manage relationships and funding agreements with Neighbourhood Houses and community centres • Grant making (applications, assessment, recommendation, awarding, monitoring and return measurement) • Engagement with rough sleepers and service coordination	*Exp*	3,610	4,526	4,796
		Rev	(13)	(8)	-
		NET	3,597	4,518	4,796

Major Initiatives

1) **Community support, resilience and recovery grants ($1.36M)**
Council is allocating $1.36 million from its Community Grants, Annual Grants and Small Grants streams to make a social investment to promote community resilience and recovery in response to COVID-19 pandemic.

2.3 Strategic Objective 3

A sustainable Yarra:

A place where...Council leads on sustainability and protects and enhances its natural environment

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

Council's work to achieve this Strategic Objective will include the following strategies:
3.1 Investigate strategies and initiatives to better manage the long term effects of climate change
3.2 Support and empower a more sustainable Council and Community
3.3 Lead in sustainable energy policy and deliver programs to promote carbon neutral initiatives for the municipality and maintain Council as a carbon neutral organisation
3.4 Reduce the amount of waste-to-landfill with a focus on improved recycling and organic waste disposal
3.5 Promote responsible water usage and practices
3.6 Promote and facilitate urban agriculture with a focus on increasing scale and uptake in the community
3.7 Investigate strategies and initiatives to improve biodiversity

Services

Service area	Description of services provided		2018/19 Actual $'000	2019/20 Forecast $'000	2020/21 Budget $'000
Sustainability Services	Sustainability Services focuses on the advocacy and policy areas of environmental management including reducing Yarra's greenhouse gas emissions/energy consumption and climate change adaptation.	*Exp*	2,831	3,137	3,154
		Rev	(117)	-	-
		NET	2,714	3,137	3,154
Waste Services	Waste Services oversees the delivery of all waste services, waste minimisation, open space maintenance and Urban Agriculture. Key Services: • Waste and recycling services, policy and planning • Waste minimisation • Street cleaning • Open space maintenance	*Exp*	23,791	26,593	27,374
		Rev	(785)	(730)	(245)
		NET	23,006	25,863	27,129
Water Management Services	Water Management plans for Council to be an active participant in whole of water cycle management, flood impact mitigation and seek all available opportunities to reduce the reliance on potable water by working to achieve cost efficient access to alternative water including, treated, and re-using stormwater, recycled water and rainwater.	*Exp*	321	448	1,600
		Rev	-	(29)	(800)
		NET	321	419	800

Major Initiatives

1) **Energy efficient street light replacement ($200K)**
Council is spending $200K on energy efficient street lights.

Service Performance Outcome Indicators

Service	Indicator	2018/19 Actual	2019/20 Forecast	2020/21 Budget
Waste collection*	Waste Diversion Kerbside collection waste diverted from landfill (Percentage of garbage, recyclables and green organics collected from kerbside bins that is diverted from landfill)	37.72%	37.72%	37.72%

* refer to table at end of section 2.2 for information on the calculation of Service Performance Outcome Indicators

2.4 Strategic Objective 4

A liveable Yarra:

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

With demand for inner city housing increasing, Council is mindful of the importance of balancing the needs of new and existing residents, and ensuring that development does not encroach on the amenity or heritage of our city.
Council's work to achieve this Strategic Objective includes the following strategies:
4.1 Protect Yarra's heritage and neighbourhood character
4.2 Actively plan for Yarra's projected growth and development and advocate for an increase in social and affordable housing
4.3 Plan, promote and provide built form, open space and public places that are accessible to all ages and abilities
4.4 Protect Council assets through effective proactive construction management
4.5 Encourage and promote environmentally sustainable building, urban design, place-making and public realm outcomes
4.6 Provide direction and improve decision making on infrastructure projects through the application of the Strategic Community Infrastructure Framework
4.7 Encourage engagement with the community when developments are proposed

Services

Service area	Description of services provided		2018/19 Actual $'000	2019/20 Forecast $'000	2020/21 Budget $'000
Statutory Planning	Statutory Planning is responsible for analysing, processing and assessing planning applications to ensure that the use and development of land which gives effect to state and local planning policies, are based on clear procedures, appropriate public participation and coordination with other Branches of Council. Key Services: • Planning Applications • VCAT and Panel Hearings • Advice on planning and specialist heritage and environmental sustainability issues • Subdivision compliance	*Exp*	5,363	5,440	6,005
		Rev	(11,226)	(9,581)	(7,377)
		NET	(5,863)	(4,141)	(1,372)

Attachment 1 - Yarra City Council - Proposed Annual Budget - 2020-2021

Service area	Description of services provided		2018/19 Actual $'000	2019/20 Forecast $'000	2020/21 Budget $'000
City Strategy	City Strategy provides strategic research, planning policy and urban design advice on sustainable land use and development in the municipality through policy development, strategic plans and the development of appropriate planning controls through the Yarra Planning Scheme. Design and Place Making is responsible for providing designs for improving the quality of the public domain in Yarra's activity centres and undertaking design projects for key public spaces in the municipality. Open Space Planning and Design is responsible for the protection and enhancement of the open space and streetscape network and management of the City's trees. Key Services: • Monitoring and reviewing the Yarra Planning Scheme •Preparing and assessing Planning Scheme Amendments • Improving the public realm in activity centres and key public spaces • Preparing urban design frameworks and master plans • Delivering urban design and place making projects • Open space planning and design	*Exp*	3,102	3,715	3,717
		Rev	(51)	(30)	(140)
		NET	3,051	3,685	3,577
Construction Management	Construction Management is responsible for ensuring that development and construction works being undertaken in the municipality meet agreed statutory and/or permit requirements and that developments have minimum impact on the safety and amenity of residents, businesses and Council infrastructure. Key services: • Management of Construction Management Plans • Assessing and issuing permits to occupy Council land • Asset protection permit applications and bond management • Proactive inspections of all permits issued • Management of Utility Consent Notifications process • Managing reactive requests received from the public in relation to building sites and non-compliant activities	*Exp*	2,758	2,640	2,687
		Rev	(8,476)	(7,908)	(7,718)
		NET	(5,718)	(5,268)	(5,031)

Attachment 1 - Yarra City Council - Proposed Annual Budget - 2020-2021

Service area	Description of services provided		2018/19 Actual $'000	2019/20 Forecast $'000	2020/21 Budget $'000
Heritage Services	Heritage Services covers all aspects of cultural heritage and heritage places and includes sites, buildings (including interiors), landscapes, streets, laneways, objects, collections, documents and records of the City. Key services: • Providing strategic advice to Council • Managing the Heritage Restoration Fund • Heritage Strategy development and implementation • Coordination of the Heritage Advisory Committee	*Exp*	99	336	362
		Rev	-	-	-
		NET	99	336	362

Service Performance Outcome Indicators

Service	Indicator	2018/19 Actual	2019/20 Forecast	2020/21 Budget
Statutory planning*	Decision making Council planning decisions upheld at VCAT (Percentage of planning application decisions subject to review by VCAT and that were upheld in favour of the Council)	61.04%	61.04%	61.04%

* refer to table at end of section 2.2 for information on the calculation of Service Performance Outcome Indicators

2.5 Strategic Objective 5

A prosperous Yarra

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

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

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

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

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

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

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

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

5.6 Attract and retain creative and knowledge industries in Yarra

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

Services

Service area	Description of services provided		2018/19 Actual $'000	2019/20 Forecast $'000	2020/21 Budget $'000
Economic Development	Economic Development is responsible for developing programs to support Yarra's economy and promoting local businesses and key retail precincts. Key Services: • Providing advice, support and services to local businesses • Undertaking tourism and marketing programs	*Exp*	552	1,050	1,035
		Rev	(2)	-	-
		NET	550	1,050	1,035
Library Services	Yarra Libraries develops and maintains integrated, coordinated Library Services comprised of accessible and responsive practices that are connected to, and informed by our community and are delivered by professional staff working within a supportive learning culture. Key Services: • Free core public library services • Authoritative, accessible information services • Collections and services to support individual and collective quality of life • Development and delivery of activities and events to support reader development and social inclusion • Quality service which we develop and evaluate to pursue excellence • Places and spaces for the community to come together – both real and virtual.	*Exp*	5,601	5,879	5,917
		Rev	(897)	(633)	(745)
		NET	4,704	5,246	5,172

City of Yarra Proposed 2020/21 - Annual Budget – Adoption in Principle

Service area	Description of services provided		2018/19 Actual $'000	2019/20 Forecast $'000	2020/21 Budget $'000
Arts, Culture and Venues	Arts, Culture and Venues comprises two business units: Arts and Cultural Services and Venues and Events. It is responsible for producing and commissioning of works; facilitating projects between external stakeholders and advocacy and managing the use of Council's civic and community buildings, as well our parks and open spaces. Key services: • Venues bookings • Service delivery for the operation of three civic buildings and community spaces • Events permits • Parks and open spaces bookings • Arts development • Community arts • Festivals and events • Art and heritage collections • Public Art • Room to Create (creative spaces support) program	*Exp*	3,783	3,763	3,877
		Rev	(689)	(532)	(467)
		NET	3,094	3,231	3,410

Major Initiatives

Other Initiatives

1) **New Library Resources ($620K)**
Council is allocating $620K to provide new resources for its Library Service.

Service Performance Outcome Indicators

Service	Indicator	2018/19 Actual	2019/20 Forecast	2020/21 Budget
Libraries	Participation Active library members (Percentage of the municipal population that are active library members)	19.72%	19.72%	19.72%

* refer to table at end of section 2.2 for information on the calculation of Service Performance Outcome Indicators

2.6 Strategic Objective 6

A connected Yarra:

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

Council is committed to creating a city that is accessible to all irrespective of levels of personal mobility, to support a fulfilling life without the need for a car.
Council's work to achieve this Strategic Objective includes the following strategies:
6.1 Manage traffic movement and promote road safety within local roads
6.2 Work in partnership with VicRoads and influence traffic management and road safety on main roads
6.3 Investigate and implement effective parking management options
6.4 Improve accessibility to public transport for people with mobility needs and older people
6.5 Develop and promote pedestrian and bicycle infrastructure that encourages alternate modes of transport, improves safety and connectedness
6.6 Advocate for increased infrastructure and performance of public transport across Melbourne

Services

Service area	Description of services provided		2018/19 Actual $'000	2019/20 Forecast $'000	2020/21 Budget $'000
Parking Services	Parking Services is responsible for a range of statutory enforcement services to maximise the safety, compliance and harmony of the City and for the management of limited parking resources. Key Services: • Parking Enforcement Program • Processing Parking Infringements • Parking Permit Scheme • Prosecutions	*Exp*	13,217	12,910	12,624
		Rev	(29,585)	(27,368)	(23,540)
		NET	(16,368)	(14,458)	(10,916)
Traffic and Civil Engineering	Traffic and Civil Engineering assesses and improves Yarra's Infrastructure to create an efficient, effective and safe traffic environment and ensure best design outcomes for the community related to major projects, developments and utility works. Key Services: • Traffic Management and Improvements • Local Area Place Making Studies (LAPMS) • Civil Engineering Assessment and Coordination of Major Projects, Developments and Utility Works • Implementation of Road Management Act • Assessment of referred development applications	*Exp*	2,141	2,424	2,314
		Rev	(55)	(317)	-
		NET	2,086	2,107	2,314

Attachment 1 - Yarra City Council - Proposed Annual Budget - 2020-2021

Service area	Description of services provided		2018/19 Actual $'000	2019/20 Forecast $'000	2020/21 Budget $'000
Road Services and Fleet Management	Road Services and Fleet Management manages and maintains Council's road and footpath infrastructure, fleet, plant and equipment. Key Services: • Graffiti Management • Yarra Roads Services • Fleet Management • Emergency Management • Delivering road infrastructure capital works projects	*Exp*	6,952	6,959	7,809
		Rev	(85)	(802)	(932)
		NET	6,867	6,157	6,876
Strategic Transport	Strategic Transport focuses on advocacy and policy and delivers cycling infrastructure projects. Key Services • Advocating for improved public transport services • Improving bicycle infrastructure • Developing initiatives to increase number of cyclists • Delivering road safety projects for cyclists and pedestrians	*Exp*	539	611	598
		Rev	(81)	(10)	(15)
		NET	458	601	583

Major Initiatives

1) **Roads Renewal Program ($9.239M)**
Council has allocated $9.239M toward its road and footpath renewal program to ensure these community assets are safe and well maintained.

2) **Reconstruct bluestone laneways ($845K)**
Council has allocated $845K to reconstruct bluestone laneways.

Other Initiatives

3) **Spot, pedestrian and school safety projects ($200K)**
Council will deliver projects to address road safety, pedestrian and school safety issues.

Service Performance Outcome Indicators

Service	Indicator	2018/19 Actual	2019/20 Forecast	2020/21 Budget
Roads*	Satisfaction Satisfaction with sealed local roads (Community satisfaction rating out of 100 with how Council has performed on the condition of sealed local roads)	76.5	76.5	76.5

* refer to table at end of section 2.2 for information on the calculation of Service Performance Outcome Indicators

2.7 Strategic Objective 7

A leading Yarra:

A place where…Transparency, performance and community participation drive the way we operate

Council is committed to change through an energised, cohesive team of professionals, recognised for our leadership, innovation and service.
Council's work to achieve this Strategic Objective includes the following strategies:
7.1 Ensure Council's assets and financial resources are managed responsibly to deliver financial sustainability
7.2 Continue to develop a culture of continuous improvement and innovation
7.3 Maintain a culture of transparency, governance, ethical practice and management of risks that instils a high level of community respect and confidence in Council decision-making
7.4 Ensure Council services are efficient, well-planned, accessible and meet community needs
7.5 Provide the community with meaningful and genuine opportunities to contribute to and participate in Council planning and decision making processes with a focus on young people, hard to reach and traditionally underrepresented communities
7.6 Enable greater transparency and access to the conduct of Council Meetings
7.7 Develop Innovative Smart City solutions in collaboration with Government, Industry and Community which will use open data technology
7.8 Continue a 'customer centric' approach to all service planning and delivery

Services

Service area	Description of services provided		2018/19 Actual $'000	2019/20 Forecast $'000	2020/21 Budget $'000
CEO Office	The CEO Office includes the Governance and Support Office, Office of Mayor and Councillors and the Property Management Unit. It is responsible for a range of professional services to internal and external clients, with an emphasis on governance related issues including compliance, regulation, transparency probity and Internal Audit. It is also responsible for managing Councils property portfolio including leases, licences and management agreements. Internal Audit ensures the organisation has policies and procedures in place to manage its risks and engender confidence in our corporate governance. It is responsible for oversight of the organisation's Internal Audit Program and provides the Secretariat function for Council's Audit Committee. Key Services: • Council agendas and minutes • Freedom of Information • Internal ombudsman • Mayor and Councillors Office • Place naming • Property Management • Public Registers • Management of Legal Services • Audit Committee • Internal Audit program	*Exp*	6,208	6,219	7,047
		Rev	(2,056)	(1,566)	(1,940)
		NET	4,152	4,653	5,107

Attachment 1 - Yarra City Council - Proposed Annual Budget - 2020-2021

Service area	Description of services provided		2018/19 Actual $'000	2019/20 Forecast $'000	2020/21 Budget $'000
People and Culture	People and Culture promotes accountability and enhances competency, effectiveness and wellbeing as a shared responsibility of the organisation and its people and strives to generate a positive and productive work and learning environment. The Risk and Occupational Health and Safety Unit ensures the organisation has policies and procedures in place to manage its risks and ensure a safe work environment. Key Services: • Culture change and the development of the organisation • Performance planning and assessment • Employee Relations • Workforce planning, recruitment and selection • HR administration • Occupational Health, Safety • Risk Management • Business Continuity • Emergency Management • Gender Equity strategy • Strategy and planning for aboriginal partnerships • LQBTIQ strategy and planning	*Exp*	4,550	4,608	4,797
		Rev	(9)	(62)	-
		NET	4,541	4,546	4,797
Advocacy and Engagement	Advocacy and Engagement is responsible for communications, issues and media management, consultation and engagement, strategic advocacy, publications, digital communications including website and social media, and civic events. Key Services: • Consultation and engagement • Public relations / public affairs • Media relations, monitoring and advertising • Digital and social media • Civic events, festival presence, speeches • Major Campaigns • Issues Management	*Exp*	1,905	2,431	2,345
		Rev	-	-	-
		NET	1,905	2,431	2,345

Attachment 1 - Yarra City Council - Proposed Annual Budget - 2020-2021

Service area	Description of services provided		2018/19 Actual $'000	2019/20 Forecast $'000	2020/21 Budget $'000
Customer Service	Customer Service provides Council with three customer service locations, telephone call centre and corporate records management. Key Services: • Customer Service • Customer Relationship Management system and strategy • Corporate records management	*Exp*	3,191	3,266	3,355
		Rev	(1)	-	-
		NET	3,190	3,266	3,355
Finance	The Finance Branch delivers financial accounting, management accounting, revenue management, valuations and payroll services to the organisation. It also develops financial strategies that will ensure the City of Yarra is a viable organisation able to continue provision of quality services into the future. The Branch is responsible for Contracts and Procurement ensuring that procurement processes are compliant with Council policies and procedures that all legislative requirements imposed on Council are met; and that probity is observed in tendering and purchasing systems. Key Services: • Management Accounting • Revenue Management • Rates and Valuation Services • Financial Accounting • Payroll • Financial Audit • Contracts and Procurement	*Exp*	4,121	4,738	5,094
		Rev	(3,075)	(4,889)	(2,681)
		NET	1,046	(151)	2,413
Corporate Planning and Performance	The Corporate Planning and Performance Branch ensures services and projects are strategically aligned, deliver value for money and are accountable to staff, Councillors and the community. Key Services: • Corporate planning and reporting • Branch Plans and service reviews • Project Management Office • Community Infrastructure Planning • Business Improvement • Council Plan development, monitoring and implementation	*Exp*	828	932	1,012
		Rev	-	-	-
		NET	828	932	1,012

Attachment 1 - Yarra City Council - Proposed Annual Budget - 2020-2021

Service area	Description of services provided		2018/19 Actual $'000	2019/20 Forecast $'000	2020/21 Budget $'000
Building and Asset Management	Building and Asset Management provides policy, strategy, processes, procedures and systems that produce an integrated and multidisciplinary approach to asset management. Council's building and land assets are managed in order to maximise their ability to support delivery of services to the community. Key Services: • Strategic Asset Management • Capital Works planning, development, delivery, monitoring and reporting • Building Services and Facilities Maintenance • Building Projects delivery	*Exp*	8,917	9,214	9,322
		Rev	(863)	(782)	(1,792)
		NET	8,054	8,431	7,530
Information and Communication Technology	Information and Communication Technology facilitates the acquisition, maintenance, retirement and usage of all information systems maintained or used by the operations and staff of the City of Yarra including fixed and mobile hardware, installed and cloud sourced software and telecommunications equipment. Key Services: • Business Analysis • Support of business applications and process improvements • Administration and maintenance of the IS Infrastructure • GIS Administration	*Exp*	6,684	7,371	7,531
		Rev	(9)	-	-
		NET	6,675	7,371	7,531

Major Initiatives

1) **Building renewal program ($8.085M)**
Council is allocating $8.085M to renew and refurbish important community facilities, including libraries, leisure centres, childcare centres and town halls, to ensure they are safe, well-maintained and fit-for-purpose.

Service Performance Outcome Indicators

Service	Indicator	2018/19 Actual	2019/20 Forecast	2020/21 Budget
Governance*	Satisfaction Satisfaction with Council decisions (Community satisfaction rating out of 100 with how Council has performed in making decisions in the	72	72	72

* refer to table at end of section 2.2 for information on the calculation of Service Performance Outcome Indicators

Service Performance Outcome Indicators

Service	Indicator	Performance Measure	Computation
Governance	Satisfaction	Satisfaction with Council decisions. (Community satisfaction rating out of 100 with how Council has performed in making decisions in the interests of the community)	Community satisfaction rating out of 100 with how Council has performed in making decisions in the interests of the community
Statutory planning	Decision making	Council planning decisions upheld at VCAT. (Percentage of planning application decisions subject to review by VCAT and that were not set aside)	[Number of VCAT decisions that did not set aside Council's decision in relation to a planning application / Number of VCAT decisions in relation to planning applications] x100
Roads	Satisfaction	Satisfaction with sealed local roads. (Community satisfaction rating out of 100 with how Council has performed on the condition of sealed local roads)	Community satisfaction rating out of 100 with how Council has performed on the condition of sealed local roads.
Libraries	Participation	Active library members. (Percentage of the municipal population that are active library members)	[Number of active library members / municipal population] x100
Waste collection	Waste diversion	Kerbside collection waste diverted from landfill. (Percentage of garbage, recyclables and green organics collected from kerbside bins that is diverted from landfill)	[Weight of recyclables and green organics collected from kerbside bins / Weight of garbage, recyclables and green organics collected from kerbside bins] x100

Attachment 1 - Yarra City Council - Proposed Annual Budget - 2020-2021

Service	Indicator	Performance Measure	Computation
Aquatic Facilities	Utilisation	Utilisation of aquatic facilities. (Number of visits to aquatic facilities per head of municipal population)	Number of visits to aquatic facilities / Municipal population
Animal Management	Health and safety	Animal management prosecutions. (Number of successful animal management prosecutions)	Number of successful animal management prosecutions
Food safety	Health and safety	Critical and major non-compliance notifications. (Percentage of critical and major non-compliance notifications that are followed up by Council)	[Number of critical non-compliance notifications and major non-compliance notifications about a food premises followed up / Number of critical non-compliance notifications and major non-compliance notifications about food premises] x100
Maternal and Child Health	Participation	Participation in the MCH service. (Percentage of children enrolled who participate in the MCH service)	[Number of children who attend the MCH service at least once (in the year) / Number of children enrolled in the MCH service] x100
		Participation in MCH service by Aboriginal children. (Percentage of Aboriginal children enrolled who participate in the MCH service)	[Number of Aboriginal children who attend the MCH service at least once (in the year) / Number of Aboriginal children enrolled in the MCH service] x100

2.3 Reconciliation with budgeted operating result

	Net Cost (Revenue) $'000	Expenditure $'000	Revenue $'000
A healthy Yarra	19,973	44,473	(24,500)
An inclusive Yarra	4,796	4,796	-
A sustainable Yarra	31,083	32,128	(1,045)
A liveable Yarra	(2,464)	12,771	(15,235)
A prosperous Yarra	9,617	10,829	(1,212)
A connected Yarra	(1,142)	23,345	(24,487)
A leading Yarra	34,090	40,503	(6,413)
Total	**95,953**	**168,845**	**(72,892)**
Expenses added in:			
Depreciation	23,800		
Amortisation - right of use assets	880		
Finance costs - Borrowings	1,867		
Finance costs - Leases	118		
Other Expenses	4,358		
Deficit before funding sources	**126,976**		
Funding sources added in:			
Rates and charges revenue	(115,869)		
Capital Grants	(4,169)		
Other Income	(2,994)		
Total funding sources	**(123,032)**		
Operating (surplus)/deficit for the year	**3,944**		

3. Financial Statements

This section presents information in regard to the Financial Statements and Statement of Human Resources. The budget information for the year 2020/21 has been supplemented with projections to 2023/24 extracted from the Strategic Resource Plan.

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

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

Pending Accounting Standards
The 2020/21 budget has been prepared based on the accounting standards applicable at the date of preparation. It has been updated to include the impact of *AASB 16 Leases*, *AASB 15 Revenue from Contracts with Customers* and *AASB 1058 Income of Not-for-Profit Entities*, but pending accounting standards that will be in effect from the 2020/21 financial year have not been considered in the development of the budget.
Standards that are likely to impact on the 2020/21 financial statements, not considered in the preparation of the budget include:
AASB 1059 Service Concession Arrangements: Grantors

Attachment 1 - Yarra City Council - Proposed Annual Budget - 2020-2021

Comprehensive Income Statement

For the four years ending 30 June 2024

		Forecast Actual	Budget	Strategic Resource Plan Projections		
		2019/20	2020/21	2021/22	2022/23	2023/24
	NOTES	$'000	$'000	$'000	$'000	$'000
Income						
Rates and charges	4.1.1	111,691	**115,869**	119,531	122,910	126,357
Statutory fees and fines	4.1.2	29,235	**25,454**	34,720	35,414	36,122
User fees	4.1.3	26,658	**25,427**	34,581	35,273	35,978
Grants - Operating	4.1.4	14,151	**14,399**	13,871	14,148	14,431
Grants - Capital	4.1.4	2,994	**4,169**	7,579	2,281	2,323
Contributions - monetary - open space	4.1.5	6,500	**4,500**	4,500	4,500	4,500
Contributions - monetary - other	4.1.5	271	**1,156**	1,900	1,900	1,900
Net gain/(loss) on disposal of property, infrastructure, plant and equipment		180	**160**	170	170	170
Other income	4.1.6	5,341	**2,278**	3,487	3,737	3,987
Total income		197,021	**193,412**	220,339	220,333	225,768
Expenses						
Employee costs	4.1.7	86,590	**90,028**	93,929	96,308	98,734
Materials and services	4.1.8	69,038	**75,663**	80,635	78,856	80,613
Depreciation	4.1.9	22,800	**23,800**	24,300	24,800	25,300
Amortisation - right of use assets	4.1.10	971	**880**	736	667	16
Bad and doubtful debts	4.1.12	5,000	**5,000**	4,000	4,000	4,000
Borrowing costs	4.1.12	2,035	**1,867**	1,777	1,603	1,421
Finance Costs - leases	4.1.12	165	**118**	72	25	-
Other expenses		-	**-**	-	-	-
Total expenses		186,599	**197,356**	205,449	206,259	210,084
Surplus/(deficit) for the year		10,422	**(3,944)**	14,890	14,074	15,684
Other comprehensive income						
Items that will not be reclassified to surplus or deficit in future periods						
Net asset revaluation increment /(decrement)		52,204	**-**	52,465	-	52,727
Share of other comprehensive income of associates and joint ventures		-	**-**	-	-	-
Items that may be reclassified to surplus or deficit in future periods (detail as appropriate)		-	**-**	-	-	-
Total comprehensive result		62,626	**(3,944)**	67,355	14,074	68,411

Attachment 1 - Yarra City Council - Proposed Annual Budget - 2020-2021

Balance Sheet

For the four years ending 30 June 2024

	NOTES	Forecast Actual 2019/20 $'000	Budget 2020/21 $'000	Strategic Resource Plan Projections 2021/22 $'000	2022/23 $'000	2023/24 $'000
Assets						
Current assets						
Cash and cash equivalents		77,517	**56,638**	70,233	68,586	68,202
Trade and other receivables		19,621	**28,522**	8,206	7,203	6,259
Other financial assets		-	-	-	-	-
Inventories		129	**129**	129	129	129
Non-current assets classified as held for sale		-	-	-	-	-
Other assets		620	**620**	620	620	620
Total current assets	4.2.1	97,887	**85,909**	79,188	76,538	75,210
Non-current assets						
Trade and other receivables		235	**235**	235	235	235
Other financial assets		-	-	-	-	-
Investments in associates, joint arrangement and subsidiaries		-	-	-	-	-
Property, infrastructure, plant & equipment		2,051,005	**2,057,399**	2,127,123	2,139,251	2,204,286
Right-of-use assets	4.2.4	2,299	**1,420**	683	16	-
Investment property		-	-	-	-	-
Intangible assets		-	-	-	-	-
Total non-current assets	4.2.1	2,053,539	**2,059,054**	2,128,041	2,139,502	2,204,521
Total assets		2,151,426	**2,144,963**	2,207,229	2,216,040	2,279,731
Liabilities						
Current liabilities						
Trade and other payables		9,733	**9,733**	9,733	9,733	9,733
Trust funds and deposits		12,454	**12,454**	12,454	12,454	12,454
Provisions		13,158	**13,158**	13,158	13,158	13,158
Interest-bearing liabilities	4.2.3	1,218	**1,308**	4,110	4,303	4,505
Lease liabilities	4.2.4	851	**765**	751	17	-
Total current liabilities	4.2.2	37,414	**37,418**	40,206	39,665	39,850
Non-current liabilities						
Provisions		1,393	**1,393**	1,393	1,393	1,393
Interest-bearing liabilities	4.2.3	41,331	**39,972**	33,245	28,942	24,437
Lease liabilities	4.2.4	1,533	**769**	19	-	-
Other liabilities		2,792	**2,392**	1,992	1,592	1,192
Total non-current liabilities	4.2.2	47,049	**44,526**	36,649	31,927	27,022
Total liabilities		84,463	**81,944**	76,855	71,592	66,872
Net assets		2,066,963	**2,063,019**	2,130,374	2,144,448	2,212,859
Equity						
Accumulated surplus		671,931	**664,077**	675,367	685,841	697,925
Reserves		1,395,032	**1,398,942**	1,455,007	1,458,607	1,514,934
Total equity		2,066,963	**2,063,019**	2,130,374	2,144,448	2,212,859

Attachment 1 - Yarra City Council - Proposed Annual Budget - 2020-2021

Statement of Changes in Equity

For the four years ending 30 June 2024

	NOTES	Total $'000	Accumulated Surplus $'000	Revaluation Reserve $'000	Other Reserves $'000
2020 Forecast Actual					
Balance at beginning of the financial year		2,004,337	666,919	1,329,540	7,878
Impact of adoption of new accounting standards		-	-	-	-
Adjusted opening balance		2,004,337	666,919	1,329,540	7,878
Surplus/(deficit) for the year		10,422	10,422	-	-
Net asset revaluation increment/(decrement)		52,204	-	52,204	-
Transfers to other reserves		-	(6,500)	-	6,500
Transfers from other reserves		-	1,090	-	(1,090)
Balance at end of the financial year		**2,066,963**	**671,931**	**1,381,744**	**13,288**
2021 Budget					
Balance at beginning of the financial year		**2,066,963**	**671,931**	**1,381,744**	**13,288**
Surplus/(deficit) for the year		**(3,944)**	**(3,944)**	**-**	**-**
Net asset revaluation increment/(decrement)		**-**	**-**	**-**	**-**
Transfers to other reserves	4.3.1	**-**	**(4,500)**	**-**	**4,500**
Transfers from other reserves	4.3.1	**-**	**590**	**-**	**(590)**
Balance at end of the financial year	4.3.2	**2,063,019**	**664,077**	**1,381,744**	**17,198**
2022					
Balance at beginning of the financial year		2,063,019	664,077	1,381,744	17,198
Surplus/(deficit) for the year		14,890	14,890	-	-
Net asset revaluation increment/(decrement)		52,465	-	52,465	-
Transfers to other reserves		-	(4,500)	-	4,500
Transfers from other reserves		-	900	-	(900)
Balance at end of the financial year		**2,130,374**	**675,367**	**1,434,209**	**20,798**
2023					
Balance at beginning of the financial year		2,130,374	675,367	1,434,209	20,798
Surplus/(deficit) for the year		14,074	14,074	-	-
Net asset revaluation increment/(decrement)		-	-	-	-
Transfers to other reserves		-	(4,500)	-	4,500
Transfers from other reserves		-	900	-	(900)
Balance at end of the financial year		**2,144,448**	**685,841**	**1,434,209**	**24,398**
2024					
Balance at beginning of the financial year		2,144,448	685,841	1,434,209	24,398
Surplus/(deficit) for the year		15,684	15,684	-	-
Net asset revaluation increment/(decrement)		52,727	-	52,727	-
Transfers to other reserves		-	(4,500)	-	4,500
Transfers from other reserves		-	900	-	(900)
Balance at end of the financial year		**2,212,859**	**697,925**	**1,486,936**	**27,998**

Attachment 1 - Yarra City Council - Proposed Annual Budget - 2020-2021

Statement of Cash Flows

For the four years ending 30 June 2024

	Notes	Forecast Actual 2019/20 $'000 Inflows (Outflows)	Budget 2020/21 $'000 **Inflows (Outflows)**	Strategic Resource Plan Projections 2021/22 $'000 Inflows (Outflows)	2022/23 $'000 Inflows (Outflows)	2023/24 $'000 Inflows (Outflows)
Cash flows from operating activities						
Rates and charges		103,324	**103,239**	137,586	121,683	125,094
Statutory fees and fines		27,773	**24,182**	32,984	33,643	34,316
User fees		26,658	**25,427**	34,581	35,273	35,978
Grants - operating		14,151	**14,399**	13,871	14,148	14,431
Grants - capital		2,993	**4,169**	7,579	2,281	2,323
Contributions - monetary		6,771	**5,656**	6,400	6,400	6,400
Interest received		-	-	-	-	-
Dividends received		-	-	-	-	-
Trust funds and deposits taken		-	-	-	-	-
Other receipts		5,341	**2,278**	3,487	3,737	3,987
Net GST refund / payment		-	-	-	-	-
Employee costs		(86,590)	**(90,028)**	(93,929)	(96,308)	(98,734)
Materials and services		(69,438)	**(76,062)**	(81,035)	(79,256)	(81,013)
Short-term, low value and variable lease payments		-	-	-	-	-
Trust funds and deposits repaid		-	-	-	-	-
Other payments		-	-	-	-	-
Net cash provided by/(used in) operating activities	4.4.1	30,983	**13,260**	61,524	41,601	42,782
Cash flows from investing activities						
Payments for property, infrastructure, plant and equipment		(37,300)	**(30,543)**	(41,910)	(37,281)	(37,958)
Proceeds from sale of property, infrastructure, plant and equipment		405	**510**	520	520	520
Payments for investments		-	-	-	-	-
Proceeds from sale of investments		-	-	-	-	-
Loan and advances made		-	-	-	-	-
Payments of loans and advances		-	-	-	-	-
Net cash provided by/ (used in) investing activities	4.4.2	(36,895)	**(30,033)**	(41,390)	(36,761)	(37,438)
Cash flows from financing activities						
Finance costs		(2,035)	**(1,867)**	(1,777)	(1,603)	(1,421)
Proceeds from borrowings		-	**32,500**	-	-	-
Repayment of borrowings		(1,142)	**(33,770)**	(3,925)	(4,108)	(4,290)
Interest paid - lease liability		(165)	**(118)**	(72)	(25)	-
Repayment of lease liabilities		(882)	**(851)**	(765)	(751)	(17)
Net cash provided by/(used in) financing activities	4.4.3	(4,224)	**(4,106)**	(6,539)	(6,487)	(5,728)
Net increase/(decrease) in cash & cash equivalents		(10,136)	**(20,879)**	13,595	(1,647)	(384)
Cash and cash equivalents at the beginning of the financial year		87,653	**77,517**	56,638	70,233	68,586
Cash and cash equivalents at the end of the financial year		77,517	**56,638**	70,233	68,586	68,202

Attachment 1 - Yarra City Council - Proposed Annual Budget - 2020-2021

Statement of Capital Works

For the four years ending 30 June 2024

	NOTES	Forecast Actual 2019/20 $'000	Budget 2020/21 $'000	Strategic Resource Plan Projections 2021/22 $'000	2022/23 $'000	2023/24 $'000
Property						
Land		-	-	-	-	-
Land improvements		-	-	-	-	-
Total land		-	-	-	-	-
Buildings		11,299	**9,188**	14,069	15,335	14,957
Building improvements		-	-	-	-	-
Leasehold improvements		-	-	-	-	-
Heritage buildings		-	-	-	-	-
Total buildings		11,299	**9,188**	14,069	15,335	14,957
Total property		11,299	**9,188**	14,069	15,335	14,957
Plant and equipment						
Plant, machinery and equipment		2,182	**2,262**	2,477	2,589	2,454
Fixtures, fittings and furniture		-	-	-	-	-
Computers and telecommunications		2,970	**1,564**	1,507	1,796	1,523
Heritage plant and equipment		-	-	-	-	-
Library books		724	-	-	-	-
Total plant and equipment		5,876	**3,826**	3,984	4,385	3,977
Infrastructure						
Lanes		1,090	**846**	1,068	1,045	1,184
Roads		8,937	**9,299**	9,386	9,312	9,607
Bridges		93	**110**	-	-	50
Drainage		-	-	-	-	-
Recreational, Leisure & Community Facilities		-	-	-	-	-
Waste Management		70	**75**	75	50	80
Parks, Open Space and Streetscapes		4,153	**6,034**	5,444	4,286	4,185
Street Furniture		270	**795**	620	620	360
Transport		4,661	**200**	5,414	1,540	1,740
Urban Design/Retail Strips		851	**170**	1,850	708	1,818
Total infrastructure		20,125	**17,529**	23,857	17,561	19,024
Total capital works expenditure	4.5.1	37,300	**30,543**	41,910	37,281	37,958
Represented by:						
New asset expenditure		3,164	**920**	6,178	8,183	9,746
Asset renewal expenditure		27,815	**28,763**	26,196	26,458	25,438
Asset expansion expenditure		-	-	-	-	-
Asset upgrade expenditure		6,321	**860**	9,536	2,640	2,774
Total capital works expenditure	4.5.1	37,300	**30,543**	41,910	37,281	37,958
Funding sources represented by:						
Grants		2,994	**4,169**	7,579	2,281	2,323
Contributions		1,090	**590**	900	900	900
Council cash		33,216	**25,784**	33,431	34,100	34,735
Borrowings		-	-	-	-	-
Total capital works expenditure	4.5.1	37,300	**30,543**	41,910	37,281	37,958

Statement of Human Resources

For the four years ending 30 June 2024

	Forecast Actual	Budget	Strategic Resource Plan Projections		
	2019/20	2020/21	2021/22	2022/23	2023/24
	$'000	$'000	$'000	$'000	$'000
Staff expenditure					
Employee costs - operating	86,590	**90,028**	93,929	96,308	98,734
Employee costs - capital	984	**1,139**	1,162	1,185	1,209
Total staff expenditure	87,574	91,167	95,091	97,493	99,943
	FTE	FTE	FTE	FTE	FTE
Staff numbers					
Employees	868.6	**866.0**	875.6	880.6	885.6
Total staff numbers	868.6	866.0	875.6	880.6	885.6

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

Department	Budget	Comprises			
		Permanent		Casual	Temporary
	2020/21	Full Time	Part time		
	$'000	$'000	$'000	$'000	$'000
CEO Division	**6,598**	5,506	1,092	266	597
Corporate, Business and Financial Services	**18,794**	16,896	1,898	3	-
Planning and Placemaking	**10,544**	9,677	867	91	305
Community Wellbeing	**28,362**	20,024	8,338	95	375
City Works and Assets	**23,806**	21,487	2,319	121	70
Total permanent staff expenditure	**88,104**	73,590	14,514	577	1,347
Casuals, temporary and other expenditure	**1,924**				
Capitalised labour costs	**1,139**				
Total expenditure	**91,167**				

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

Department	Budget	Comprises			
		Permanent		Casual	Temporary
	2020/21	Full Time	Part time		
CEO Division	**49.5**	39.8	9.7	3.0	6.0
Corporate, Business and Financial Services	**168.5**	145.9	22.6	11.3	-
Planning and Placemaking	**86.8**	78.8	8.0	0.6	3.0
Community Wellbeing	**262.6**	181.3	81.3	23.8	3.3
City Works and Assets	**206.2**	178.3	27.9	32.2	0.6
Total permanent staff expenditure	**773.6**	624.1	149.5	70.9	12.9
Casuals, temporary and other expenditure	**83.8**				
Capitalised labour costs	**8.6**				
Total staff	**866.0**				

4. Notes to the financial statements

This section presents detailed information on material components of the financial statements. Council needs to assess which components are material, considering the dollar amounts and nature of these components.

4.1 Comprehensive Income Statement

4.1.1 Rates and charges

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

In developing the Strategic Resource Plan (SRP), rates and charges were identified as an important source of revenue. Planning for future rate increases has therefore been an important component of the Strategic Resource Planning process. The Fair Go Rates System (FGRS) sets out the maximum amount councils may increase rates in a year. For 2020/21 the FGRS cap has been set at 2.0%. The cap applies to both general rates and municipal charges and is calculated on the basis of council's average rates and charges.

The level of required rates and charges has been considered in this context, with reference to Council's other sources of income and the planned expenditure on services and works to be undertaken for the community.

To achieve these objectives while maintaining service levels and a strong capital expenditure program, the average general rate and the municipal charge will increase by 2.0% in line with the rate cap.

Council will also continue to offer an additional pensioner rate rebate which for the 2020/21 year will be $190.90 (2019/20: $187.10)

This will raise total rates and charges for 2020/21 to $115,869,000.

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

	2019-20 Forecast Actual	2020/21 Budget	Change	%
	$'000	$'000	$'000	
General Rate	111,182	**115,098**	3,916	3.52%
Service rates and charges	53	**53**	-	-
Special rates and charges	157	**157**	-	-
Supplementary rates and rate adjustments	479	**1,000**	521	108.77%
Interest on rates and charges	250	**-**	(250)	(100.00%)
Revenue in lieu of rates	35	**35**	-	-
Less Council Pension Rebate	(450)	**(459)**	(9)	2.00%
Cultural & Recreational Lands and EPUs	(15)	**(15)**	-	-
Total rates and charges	111,691	**115,869**	4,178	3.74%

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

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

Type or class of land	2019/20 cents/$NAV	2020/21 cents/$NAV	Change
General rate for rateable residential properties*	0.039952436	**0.039415461**	(1.3%)
General rate for rateable commercial properties*	0.039952436	**0.039415461**	(1.3%)
General rate for rateable industrial properties*	0.039952436	**0.039415461**	(1.3%)

**Subject to certified valuation data being received from the Valuer General Victoria.*

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

Type or class of land	2019/20 $'000	2020/21 $'000	Change $'000	Change %
Residential	81,785	**85,264**	3,479	4.25%
Commercial	22,420	**22,754**	334	1.49%
Industrial	6,977	**7,080**	103	1.48%
Total amount to be raised by general rates	111,182	**115,098**	3,916	3.52%

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

Type or class of land	2019/20 Number	2020/21 Number	Change Number	Change %
Residential	46,927	**48,152**	1,225	2.61%
Commercial	6,221	**6,266**	45	0.72%
Industrial	1,431	**1,402**	(29)	(2.03%)
Total number of assessments	54,579	**55,820**	1,241	2.27%

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

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

Type or class of land	2019/20 $'000	2020/21 $'000	Change $'000	Change %
Residential	2,047,047	**2,163,214**	116,167	5.67%
Commercial	561,165	**577,290**	16,125	2.87%
Industrial	174,640	**179,633**	4,993	2.86%
Total value of land	2,782,852	**2,920,137**	137,285	4.93%

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

Council does not have a municipal charge.

Type of Charge	Per Rateable Property 2019/20 $	Per Rateable Property 2020/21 $	Change $	Change %
Municipal	-	**-**	-	-

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

Council does not have a municipal charge.

Type of Charge	2019/20 $	2020/21 $	Change $	Change %
Municipal	-	**-**	-	-

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

Type of Charge	Per Rateable Property 2019/20 $	Per Rateable Property 2020/21 $	Change $	Change %
Non-Rateable Garbage charge	383	**390**	7	1.83%
Bridge Road Special Charge Side Streets	100	**102**	2	2.00%
Bridge Road Special Charge First Level	200	**204**	4	2.00%
Bridge Road Special Charge Ground Floor	300	**306**	6	2.00%

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

Type of Charge	2019/20 $	2020/21 $	Change $	Change %
Non-Rateable Garbage charge	53,000	**50,336**	(2,664)	(5.03%)
Bridge Road Special Charge Side Streets	6,600	**6,834**	234	3.55%
Bridge Road Special Charge First Level	11,800	**11,424**	(376)	(3.19%)
Bridge Road Special Charge Ground Floor	138,600	**138,312**	(288)	(0.21%)
Total	210,000	**206,906**	(3,094)	(1.47%)

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

	2019/20 $'000	2020/21 $'000	Change $'000	Change %
Rates and Charges	111,691	**115,869**	4,178	3.74%
Total Rates and charges	**111,691**	**115,869**	4,178	3.74%

4.1.1(l) Fair Go Rates System Compliance

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

	2019/20	2020/21
Total Rates	$ 111,181,699	$ 115,098,532
Number of rateable properties	54,579	55,820
Base Average Rate	$ 1,987.00	$ 2,021.53
Maximum Rate Increase (set by the State Government)	**2.50%**	**2.00%**
Capped Average Rate	$ 2,037.08	$ 2,061.96
Maximum General Rates and Municipal Charges Revenue	$ 111,181,699	$ 115,098,532
Budgeted General Rates and Municipal Charges Revenue	$ 111,181,699	$ 115,098,532
Budgeted Supplementary Rates	$ 1,153,000	$ 1,000,000
Budgeted Total Rates and Municipal Charges Revenue	$ 111,181,699	$ 115,098,532

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

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

- The making of supplementary valuations (2020/21: estimated $1m and 2019/20: $1.1m)
- The variation of returned levels of value (e.g. valuation appeals)
- Changes of use of land such that rateable land becomes non-rateable land and vice versa
- Changes of use of land such that residential land becomes business land and vice versa.

4.1.1(n) Differential rates

Council does not have any differential rates.

4.1.2 Statutory fees and fines

	Forecast Actual 2019/20 $'000	Budget 2020/21 $'000	Change $'000	Change %
Infringements and costs	23,339	**19,510**	(3,829)	(16.41%)
Court recoveries	3,996	**3,996**	-	-
Permits	1,900	**1,948**	48	2.53%
Total statutory fees and fines	29,235	**25,454**	(3,781)	(12.93%)

4.1.3 User fees

	Forecast Actual 2019/20 $'000	Budget 2020/21 $'000	Change $'000	Change %
Aged and health services	100	**102**	2	2.00%
Leisure centre and recreation	7,105	**5,309**	(1,796)	(25.28%)
Child care/children's programs	3,561	**3,341**	(220)	(6.18%)
Registration and other permits	1,868	**2,751**	883	47.27%
Building Services and Construction Management	8,376	**8,404**	28	0.33%
Statutory Planning	3,081	**2,877**	(204)	(6.62%)
Lease income	1,307	**1,639**	332	25.40%
Other fees and charges	1,260	**1,004**	(256)	(20.32%)
Total user fees	26,658	**25,427**	(1,231)	(4.62%)

4.1.4 Grants

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

	Forecast Actual 2019/20 $'000	Budget 2020/21 $'000	Change $'000	Change %
Grants were received in respect of the following:				
Summary of grants				
Commonwealth funded grants	11,799	**13,004**	1,205	10.22%
State funded grants	5,346	**5,564**	218	4.08%
Total grants received	17,145	**18,568**	1,423	8.30%
(a) Operating Grants				
Recurrent - Commonwealth Government				
Victorian Grants Commission	2,294	**2,352**	58	2.54%
Family day care	5,718	**5,599**	(119)	(2.08%)
General home care	943	**1,085**	142	15.10%
Recurrent - State Government				
Primary care partnerships	778	**797**	19	2.50%
Aged care	1,982	**1,929**	(53)	(2.66%)
School crossing supervisors	316	**324**	8	2.50%
Family and children	112	**115**	3	2.50%
Libraries	596	**707**	111	18.55%
Maternal and child health	547	**561**	14	2.50%
Community safety	122	**-**	(122)	(100.00%)
Health Protection	94	**96**	2	1.84%
Other	191	**-**	(191)	(100.00%)
Total recurrent grants	13,693	**13,565**	(128)	(0.93%)
Non-recurrent - Commonwealth Government				
Non-recurrent - State Government				
Community health	10	**14**	4	40.00%
Family and children	105	**20**	(85)	(80.64%)
Environment Planning	314	**-**	(314)	(100.00%)
Water Management	29	**800**	771	2,617.58%
Total non-recurrent grants	458	**834**	376	82.17%
Total operating grants	14,151	**14,399**	248	1.75%
(b) Capital Grants				
Recurrent - Commonwealth Government				
Victorian Grants Commission	1,428	**410**	(1,018)	(71.29%)
Roads to recovery	180	**259**	79	43.89%
Recurrent - State Government				
Total recurrent grants	1,608	**669**	(939)	(58.40%)
Non-recurrent - Commonwealth Government				
Buildings	466	**3,300**	2,834	607.70%
Plant and machinery	770	**-**	(770)	(100.00%)
Non-recurrent - State Government				
Other	150	**200**	50	33.69%
Total non-recurrent grants	1,386	**3,500**	2,114	152.54%
Total capital grants	2,994	**4,169**	1,175	39.25%
Total Grants	17,145	**18,568**	1,423	8.30%

4.1.5 Contributions

	Forecast Actual 2019/20 $'000	Budget 2020/21 $'000	Change $'000	Change %
Monetary	6,771	**5,656**	(1,115)	(16.47%)
Non-monetary	-	**-**	-	-
Total contributions	6,771	**5,656**	(1,115)	(16.47%)

4.1.6 Other income

	Forecast Actual 2019/20 $'000	Budget 2020/21 $'000	Change $'000	Change %
Interest	1,080	**1,107**	27	2.50%
Reimbursements	1,437	**1,074**	(363)	(25.26%)
Other	2,824	**97**	(2,727)	(96.57%)
Total other income	5,341	**2,278**	(3,063)	(57.35%)

4.1.7 Employee costs

	Forecast Actual 2019/20 $'000	Budget 2020/21 $'000	Change $'000	Change %
Wages and salaries	75,069	**76,761**	1,692	2.25%
WorkCover	400	**400**	-	-
Superannuation	5,859	**6,659**	800	13.65%
Other	5,262	**6,208**	946	17.98%
Total employee costs	86,590	**90,028**	3,438	3.97%

4.1.8 Materials and services

	Forecast Actual 2019/20 $'000	Budget 2020/21 $'000	Change $'000	Change %
Contract payments	24,538	**26,705**	2,167	8.83%
Building maintenance	5,359	**5,390**	31	0.58%
General maintenance	2,426	**2,478**	52	2.13%
Utilities	3,636	**3,875**	239	6.58%
Office administration	3,447	**3,807**	360	10.45%
Information technology	3,846	**3,597**	(249)	(6.47%)
Insurance	1,451	**1,740**	289	19.94%
Consultants	2,839	**3,069**	230	8.10%
Auditors Remuneration*	216	**286**	70	32.38%
Councillor Allowances*	310	**310**	-	-
Other materials and services	20,970	**24,406**	3,436	16.38%
Total materials and services	69,038	**75,663**	6,625	9.60%

4.1.9 Depreciation

	Forecast Actual 2019/20 $'000	Budget 2020/21 $'000	Change $'000	Change %
Property	2,982	**3,105**	123	4.12%
Plant & equipment	5,585	**5,824**	239	4.28%
Infrastructure	14,233	**14,871**	638	4.48%
Total depreciation	22,800	**23,800**	1,000	4.39%

4.1.10 Amortisation - Intangible assets

Council does not have any intangible assets

	Forecast Actual 2019/20 $'000	Budget 2020/21 $'000	Change $'000	Change %
Intangible assets	-	**-**	-	-
Total amortisation - intangible assets	-	**-**	-	-

4.1.11 Amortisation - Right of use assets

	Forecast Actual 2019/20 $'000	Budget 2020/21 $'000	Change $'000	Change %
Right of use assets - plant & equipment	971	**880**	(91)	(9.37%)
Total amortisation - right of use assets	971	**880**	(91)	(9.37%)

4.1.12 Other expenses

	Forecast Actual 2019/20 $'000	Budget 2020/21 $'000	Change $'000	Change %
Bad and Doubtful Debts	5,000	**5,000**	-	-
Borrowing Costs	2,035	**1,867**	(168)	(8.26%)
Finance Costs - leases	165	**118**	(47)	(28.48%)
Total other expenses	7,200	**6,985**	(215)	(2.99%)

4.2 Balance Sheet

4.2.1 Assets

Council's cash and cash equivalents will increase from $56.6m to $68.2m over the four years of the SRP. This mainly relates to income received from rates and charges, which is in line with the rate cap of 2%.

Council's trade and other receivables are anticipated to decrease from $28.5m to $6.3m over the same period.

Non-current assets of property, infrastructure, plant and equipment is expected to increase from $2.057m to $2.204m over the four years of the SRP.

4.2.2 Liabilities

Council's current liabilities are expected to increase marginally over the four years of the SRP, increasing from $37.4m to $39.9m.

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

4.2.3 Borrowings

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

	Forecast Actual 2019/20 $	Budget 2020/21 $
Amount borrowed as at 30 June of the prior year	43,691	**42,549**
Amount proposed to be borrowed	-	**32,500**
Amount projected to be redeemed	(1,142)	**(33,769)**
Amount of borrowings as at 30 June	42,549	**41,280**

4.2.4 Leases by category

As a result of the introduction of *AASB 16 Leases* , right-of-use assets and lease liabilities have been recognised as outlined in the table below.

	Forecast Actual 2019/20 $	Budget 2020/21 $
Right-of-use assets		
Property	-	**-**
Vehicles	-	**-**
Plant and equipment	2,299	**1,420**
Total right-of-use assets	2,299	**1,420**
Lease liabilities		
Current lease Liabilities		
Land and buildings	-	**-**
Plant and equipment	851	**765**
Other, etc.	-	**-**
Total current lease liabilities	851	**765**
Non-current lease liabilities		
Land and buildings	-	**-**
Plant and equipment	1,533	**769**
Other, etc.	-	**-**
Total non-current lease liabilities	1,533	**769**
Total lease liabilities	2,384	**1,534**

Where the interest rate applicable to a lease is not expressed in the lease agreement, Council applies the average incremental borrowing rate in the calculation of lease liabilities. The current incremental borrowing rate is 6%.

4.3 Statement of changes in Equity

4.3.1 Reserves

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

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

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

4.3.2 Equity

Council's equity will increase from $2.063m to $2.213m over the four years of the SRP.

4.4 Statement of Cash Flows

4.4.1 Net cash flows provided by/used in operating activities

Council's net cash provided by operating activities will increase from $13.3m to $42.8m over the four years of the SRP.

4.4.2 Net cash flows provided by/used in investing activities

Net cash outflows for investing activities is expected to increase from $30.0m to $37.4m over the four years of the SRP. The majority of this outflow is for the Capital Works program each year.

4.4.3 Net cash flows provided by/used in financing activities

Net cash used in financing activities is anticipated to increase from $4.1m to $5.7m over the four years of the SRP as Council continues to have a focus on reducing debt.

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4.5 Capital works program

This section presents a listing of the capital works projects that will be undertaken for the 2020/21 year, classified by expenditure type and funding source. Works are also disclosed as current budget or carried forward from prior year.

4.5.1 Summary

	Forecast Actual 2019/20	Budget 2020/21	Change	%
	$'000	$'000	$'000	
Property	11,299	**9,188**	(2,111)	**(18.68%)**
Plant and equipment	5,876	**3,826**	(2,050)	**(34.89%)**
Infrastructure	20,125	**17,529**	(2,596)	**(12.90%)**
Total	**37,300**	**30,543**	(6,757)	**(18.12%)**

	Project Cost	Asset expenditure types				Summary of Funding Sources			
		New	Renewal	Upgrade	Expansion	Grants	Contrib.	Council cash	Borrowings
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Property	**9,188**	500	8,088	600	-	3,300	-	5,888	-
Plant and equipment	**3,826**	-	3,826	-	-	-	-	3,826	-
Infrastructure	**17,529**	420	16,849	260	-	869	590	16,070	-
Total	**30,543**	**920**	**28,763**	**860**	-	**4,169**	**590**	**25,784**	-

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4.5.2 Current Budget

Capital Works Area	Project Cost	Asset expenditure types				Summary of Funding Sources			
		New	Renewal	Upgrade	Expansion	Grants	Contrib.	Council cash	Borrowings
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
PROPERTY									
Buildings									
Asbestos removal program - removal of hazardous materials to comply with regulations	**20**	-	20	-	-	-	-	20	-
Brick Factory - 119-123 Vere St - removal of solvent tanks and associated works	**355**	-	355	-	-	-	-	355	-
Buildings minor urgent works program	**375**	-	375	-	-	-	-	375	-
Buildings signage replacement program	**30**	-	30	-	-	-	-	30	-
Carlton Hall - design for toilets/shower and accessibility	**30**	-	30	-	-	-	-	30	-
Carlton Library - electronic security camera equipment	**24**	-	24	-	-	-	-	24	-
Child Care Centres - general regulation compliance program	**25**	-	25	-	-	-	-	25	-
Collingwood Leisure Centre - drink fountains	**13**	-	13	-	-	-	-	13	-
Collingwood Leisure Centre - external painting and fencing	**26**	-	26	-	-	-	-	26	-
Collingwood Leisure Centre - group fitness room roof and gutters	**45**	-	45	-	-	-	-	45	-
Collingwood Leisure Centre - plant and equipment program	**199**	-	199	-	-	-	-	199	-
Collingwood Library - annex wall rebuild and main building renewal design	**250**	-	250	-	-	-	-	250	-
Dights Mill Site - viewing platform	**195**	-	195	-	-	-	-	195	-
Fitzroy Child Care - East West - joinery, veranda retaining wall & roofing	**60**	-	60	-	-	-	-	60	-
Fitzroy Town Hall - crack repairs to walls	**562**	-	562	-	-	-	-	562	-
Fitzroy Town Hall - HVAC design	**50**	-	50	-	-	-	-	50	-
Fitzroy Town Hall - public toilets	**50**	-	50	-	-	-	-	50	-
Jack Dyer Pavilion - Citizens Park - construction	**2,000**	-	2,000	-	-	2,000	-	-	-
Main Building (inc Gym and Spa) - Fitzroy Swimming Pool - drink fountains	**13**	-	13	-	-	-	-	13	-
Main Building (inc Gym and Spa) Fitzroy Swimming Pool - fitout of crèche area for office accommodation	**100**	-	100	-	-	-	-	100	-
Main Building (inc Gym and Spa) Fitzroy Swimming Pool - HVAC and associated works	**100**	-	100	-	-	-	-	100	-
Main Pool Plant Room - Fitzroy Swimming Pool - plant and equipment program	**80**	-	80	-	-	-	-	80	-
North Fitzroy Childcare Co-operative - kitchen	**50**	-	50	-	-	-	-	50	-
North Fitzroy Neighbourhood House - restumping	**60**	-	60	-	-	-	-	60	-
Pavilion - Ryan's Reserve - construction	**600**	-	-	600	-	600	-	-	-
Preliminary investigations program - investigation and design for future renewal works	**250**	-	250	-	-	-	-	250	-
Public Toilets - Collingwood Children's Farm - refit for DDA compliance	**150**	-	150	-	-	-	-	150	-
Richmond Kindergarten - Chas Farquhar Complex - transition into community hub	**1,200**	-	1,200	-	-	250	-	950	-

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Capital Works Area	Project Cost	Asset expenditure types				Summary of Funding Sources			
		New	Renewal	Upgrade	Expansion	Grants	Contrib.	Council cash	Borrowings
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Richmond Library - toilet facilities refurbishment	50	-	50	-	-	-	-	50	-
Richmond Recreation Centre - family change room design	30	-	30	-	-	-	-	30	-
Richmond Recreation Centre - front roof section	182	-	182	-	-	-	-	182	-
Richmond Recreation Centre - plant and equipment program and HVAC	521	-	521	-	-	-	-	521	-
Richmond Town Hall - HVAC design	100	-	100	-	-	-	-	100	-
Richmond Town Hall - level 1 toilets refurbishment	550	-	550	-	-	-	-	550	-
The Stables - Chas Farquhar Complex - structural repair work	50	-	50	-	-	-	-	50	-
Toddlers Pool Plant Room - Fitzroy Swimming Pool - filters and boiler	68	-	68	-	-	-	-	68	-
Victoria Park - Ryder Stand - repairs and concrete remedial works	125	-	125	-	-	-	-	125	-
Yarra Community Youth Centre - completion of design, curtains and external bike storage area	100	-	100	-	-	-	-	100	-
Brunswick Street Oval Precinct redevelopment - design development	500	500	-	-	-	450	-	50	-
TOTAL PROPERTY	**9,188**	**500**	**8,088**	**600**	**-**	**3,300**	**-**	**5,888**	**-**
PLANT AND EQUIPMENT									
Plant, Machinery and Equipment									
Bicycles program	20	-	20	-	-	-	-	20	-
Furniture program	165	-	165	-	-	-	-	165	-
Leisure centres - wet/dry equipment	82	-	82	-	-	-	-	82	-
Library resources - books, CDs, DVDs and other equipment	620	-	620	-	-	-	-	620	-
Mechanical equipment program (roads) - wacker plates, rollers, mixers, jack hammers & saws	45	-	45	-	-	-	-	45	-
Miscellaneous equipment - minor plant	20	-	20	-	-	-	-	20	-
Passenger cars program	1,260	-	1,260	-	-	-	-	1,260	-
Whitegoods and appliances program	50	-	50	-	-	-	-	50	-
Computers and Telecommunications									
Asset Management System - tree asset module	50	-	50	-	-	-	-	50	-
Document Management system - minor enhancements	10	-	10	-	-	-	-	10	-
Geographical Information System (GIS)	150	-	150	-	-	-	-	150	-
Mobile phones program	136	-	136	-	-	-	-	136	-
Network infrastructure program	410	-	410	-	-	-	-	410	-
Other Software	50	-	50	-	-	-	-	50	-
PC program	656	-	656	-	-	-	-	656	-
Printers & copiers program	103	-	103	-	-	-	-	103	-
TOTAL PLANT AND EQUIPMENT	**3,826**	**-**	**3,826**	**-**	**-**	**-**	**-**	**3,826**	**-**
INFRASTRUCTURE									
Lanes									
Lane 1020 (off Park St), North Richmond - reconstruct bluestone	65	-	65	-	-	-	-	65	-
Lane 1021 (off Park St), North Richmond - reconstruct bluestone	65	-	65	-	-	-	-	65	-
Lane 1918 (off Percy St), North Fitzroy - reconstruct bluestone	155	-	155	-	-	-	-	155	-
Lane 1919 (off Percy St), North Fitzroy - reconstruct bluestone	40	-	40	-	-	-	-	40	-
Lane 1950 (off Grant St), North Fitzroy - reconstruct bluestone	65	-	65	-	-	-	-	65	-
Lane 28.2 (behind 18 - 24 Noone St), Clifton Hill - rehabilitate	51	-	51	-	-	-	-	51	-

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Capital Works Area	Project Cost	Asset expenditure types				Summary of Funding Sources			
		New	Renewal	Upgrade	Expansion	Grants	Contrib.	Council cash	Borrowings
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Lane 380.1 (off Fairchild St), Abbotsford - reconstruct bluestone	80	-	80	-	-	-	-	80	-
Lane 380.2 (behind 2 - 24 Fairchild St), Abbotsford - reconstruct bluestone	115	-	115	-	-	-	-	115	-
Lane 58 (off Spensley St), Clifton Hill - reconstruct bluestone	125	-	125	-	-	-	-	125	-
Lane 871 (off Wall St), Richmond - reconstruct bluestone	85	-	85	-	-	-	-	85	-
Roads									
Abinger St, Richmond (Church St to Lyndhurst St) - road pavement	48	-	48	-	-	-	-	48	-
Abinger St, Richmond (Lyndhurst St to Mary St) - road pavement	48	-	48	-	-	-	-	48	-
Alexandra Pde, Clifton Hill (Groom St to end of street) - footpath	42	-	42	-	-	-	-	42	-
Alexandra Pde, Clifton Hill (Wellington St to Gold St) - footpath	48	-	48	-	-	-	-	48	-
Alfred Cr, Fitzroy (Falconer St to Rowe St) - road pavement	162	-	162	-	-	-	-	162	-
Alfred Cr, Fitzroy (Grant St to Jamieson St) - footpath	57	-	57	-	-	-	-	57	-
Barkly St, Fitzroy (Melville St to Pilkington St) - tree root barriers	23	-	23	-	-	-	-	23	-
Barkly St, Fitzroy (Nicholson St to Rae St) - tree root barriers	29	-	29	-	-	-	-	29	-
Batman St, Fitzroy (Alfred St to Scotchmer St) - footpath	152	-	152	-	-	-	-	152	-
Belgravia St, Richmond (Swan St to end of street) - footpath	67	-	67	-	-	-	-	67	-
Belgravia St, Richmond (Swan St to end of street) - kerb & channel	47	-	47	-	-	-	-	47	-
Belgravia St, Richmond (Swan St to end of street) - road pavement	100	-	100	-	-	-	-	100	-
Best St, Fitzroy (Park St to Scotchmer St) - tree root barriers	33	-	33	-	-	-	-	33	-
Bicycle lanes - road pavement	35	-	35	-	-	-	-	35	-
Bosisto St, Richmond (Cameron St to Highett St) - footpath	57	-	57	-	-	-	-	57	-
Bosisto St, Richmond (Cameron St to Highett St) - kerb & channel	147	-	147	-	-	-	-	147	-
Bridge Rd, Richmond (Church St to Gleadell St) - footpath	95	-	95	-	-	-	-	95	-
Brunswick St, Fitzroy (Park St to Scotchmer St) - tree root barriers	57	-	57	-	-	-	-	57	-
Brunswick St, Fitzroy (Scotchmer St to Tranmere St) - tree root barriers	38	-	38	-	-	-	-	38	-
Brunswick St, Fitzroy (Tranmere St to Reid St) - tree root barriers	25	-	25	-	-	-	-	25	-
Burnley St, Richmond (Swan St to Newry St) - drainage	50	-	50	-	-	-	-	50	-
Canning St, Carlton (Pigdon St to Mary St) - footpath	120	-	120	-	-	-	-	120	-
Charles St, Abbotsford (Gipps St to Mollison St) - tree root barriers	105	-	105	-	-	-	-	105	-
Charles St, Collingwood (Gipps St to Mollison St) - footpath	29	-	29	-	-	-	-	29	-
Charles St, Collingwood (Gipps St to Mollison St) - kerb & channel	66	-	66	-	-	-	-	66	-
Coppin St, Richmond (Abinger St to Wall St) - drainage	50	-	50	-	-	-	-	50	-
DDA projects - kerb & channel	165	-	165	-	-	-	-	165	-
Designs for future works - kerb & channel	210	-	210	-	-	-	-	210	-
Drainage pipe relining	1,000	-	1,000	-	-	-	-	1,000	-
Fenwick St, Clifton Hill (Ramsden St to Wright St) - road pavement	190	-	190	-	-	190	-	-	-
Fenwick St, Clifton Hill (Wright St to Spensley St) - road pavement	152	-	152	-	-	69	-	83	-
Garton St, Princess Hill (Lang St to Gallagher Reserve) - footpath	41	-	41	-	-	-	-	41	-

Attachment 1 - Yarra City Council - Proposed Annual Budget - 2020-2021

City of Yarra Proposed 2020/21 - Annual Budget – Adoption in Principle

Capital Works Area	Project Cost	Asset expenditure types				Summary of Funding Sources			
		New	Renewal	Upgrade	Expansion	Grants	Contrib.	Council cash	Borrowings
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Garton St, Princess Hill (Park St to Lang St) - footpath	30	-	30	-	-	-	-	30	-
George St, Fitzroy (Alexandra Pde to Cecil St) - footpath	24	-	24	-	-	-	-	24	-
George St, Fitzroy (Alexandra Pde to Cecil St) - kerb & channel	47	-	47	-	-	-	-	47	-
George St, Fitzroy (Alexandra Pde to Cecil St) - road pavement	67	-	67	-	-	-	-	67	-
George St, Fitzroy (Cecil St to Westgarth St) - footpath	24	-	24	-	-	-	-	24	-
George St, Fitzroy (Cecil St to Westgarth St) - kerb & channel	47	-	47	-	-	-	-	47	-
George St, Fitzroy (Cecil St to Westgarth St) - road pavement	67	-	67	-	-	-	-	67	-
George St, Fitzroy (Leicester St to Rose St) - footpath	24	-	24	-	-	-	-	24	-
George St, Fitzroy (Leicester St to Rose St) - road pavement	67	-	67	-	-	-	-	67	-
George St, Fitzroy (Rose St to Kerr St) - footpath	71	-	71	-	-	-	-	71	-
George St, Fitzroy (Rose St to Kerr St) - kerb & channel	43	-	43	-	-	-	-	43	-
George St, Fitzroy (Rose St to Kerr St) - road pavement	90	-	90	-	-	-		90	-
George St, Fitzroy (Westgarth St to Leicester St) - footpath	26	-	26	-	-	-		26	-
George St, Fitzroy (Westgarth St to Leicester St) - kerb & channel	52	-	52	-	-	-		52	-
George St, Fitzroy (Westgarth St to Leicester St) - road pavement	76	-	76	-	-	-		76	-
Groom St, Clifton Hill (Noone St to Alexandra Pde) - drainage	320	-	320	-	-	-	-	320	-
Keele St, Collingwood (Gold St to Hoddle St) - footpath	171	-	171	-	-	-	-	171	-
Keele St, Collingwood (Gold St to Hoddle St) - road pavement	190	-	190	-	-	-	-	190	-
King William St, Fitzroy (Brunswick St to end of street) - road pavement	60	-	-	60	-	-	60	-	-
Leslie St, Richmond (Victoria St to Buckingham St) - footpath	120	-	120	-	-	-	-	120	-
Lulie St, Abbotsford (Abbott St to Maugie St) - footpath	65	-	65	-	-	-	-	65	-
Lulie St, Abbotsford (Turner St to Abbott St) - footpath	65	-	65	-	-	-	-	65	-
Lygon St, Carlton (Holtom St East to Pigdon St) - kerb & channel	150	-	150	-	-	-	-	150	-
Lygon St, Carlton (Park St to Holtom St East) - kerb & channel	130	-	130	-	-	-	-	130	-
Miscellaneous development works - kerb & channel	225	-	225	-	-	-	-	225	-
Moor St, Fitzroy (Nicholson St to Fitzroy St) - footpath	43	-	43	-	-	-	-	43	-
Myrtle St, Clifton Hill (Ramsden St to Roseneath St) - footpath	140	-	140	-	-	-	-	140	-
Myrtle St, Clifton Hill (Ramsden St to Roseneath St) - road pavement	128	-	128	-	-	-	-	128	-
Nicholson St, Abbotsford (Argyle St to Johnston St) - kerb & channel	10	-	10	-	-	-	-	10	-
Nicholson St, Abbotsford (Johnston St to Studley St) - kerb & channel	11	-	11	-	-	-	-	11	-
Nicholson St, Abbotsford (Studley St to Vere St) - kerb & channel	11	-	11	-	-	-	-	11	-
Nicholson St, Abbotsford (Studley St to Vere St) - tree root barriers	20	-	20	-	-	-	-	20	-
Nicholson St, Abbotsford (Vere St to Harper St) - kerb & channel	11	-	11	-	-	-	-	11	-
Nicholson St, Abbotsford (Vere St to Harper St) - tree root barriers	20	-	20	-	-	-	-	20	-

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Capital Works Area	Project Cost	Asset expenditure types				Summary of Funding Sources			
		New	Renewal	Upgrade	Expansion	Grants	Contrib.	Council cash	Borrowings
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Nicholson St, Fitzroy (Argyle St to Johnston St) - tree root barriers	20	-	20	-	-	-	-	20	-
Nicholson St, Fitzroy (Johnston St to Studley St) - tree root barriers	20	-	20	-	-	-	-	20	-
Noone St, Clifton Hill (Rutland St to Groom St) - footpath	151	-	151	-	-	-	-	151	-
Noone St, Clifton Hill (Rutland St to Groom St) - kerb & channel	100	-	100	-	-	-	-	100	-
Noone St, Clifton Hill (Rutland St to Groom St) - road pavement	111	-	111	-	-	-	-	111	-
Peel St, Collingwood (Oxford St to Wellington St) - drainage	450	-	450	-	-	-	-	450	-
Rae St, Fitzroy (Liverpool St to Scotchmer St) - tree root barriers	68	-	68	-	-	-	-	68	-
Rae St, Fitzroy (Park St to Liverpool St) - tree root barriers	34	-	34	-	-	-	-	34	-
Reserve St, Carlton (Curtain St to end of street) - road pavement	24	-	24	-	-	-	-	24	-
Rich St, Abbotsford (Johnston St to Turner St) - footpath	75	-	75	-	-	-	-	75	-
Rich St, Abbotsford (Johnston St to Turner St) - kerb & channel	110	-	110	-	-	-	-	110	-
Rich St, Abbotsford (Johnston St to Turner St) - tree root barriers	35	-	35	-	-	-	-	35	-
Risk Mitigation Works - drainage	200	-	200	-	-	-	-	200	-
Risk mitigation works - kerb & channel	250	-	250	-	-	-	-	250	-
Rose St, Fitzroy (Nicholson St to Fitzroy St) - footpath	140	-	140	-	-	-	-	140	-
Rose St, Fitzroy (Nicholson St to Fitzroy St) - kerb & channel	166	-	166	-	-	-	-	166	-
Rose St, Fitzroy (Nicholson St to Fitzroy St) - road pavement	144	-	144	-	-	-	-	144	-
Rupert St, Collingwood (Gipps St to Langridge St) - drainage	40	-	40	-	-	-	-	40	-
Sackville St, Collingwood (Gold St to Hoddle St) - footpath	90	-	90	-	-	-	-	90	-
Scotchmer St, Fitzroy (Mark St to Woodhead St) - footpath	123	-	123	-	-	123	-	-	-
Scotchmer St, Fitzroy (Mark St to Woodhead St) - road pavement	65	-	65	-	-	60	-	5	-
Scotchmer St, Fitzroy (Woodhead St to Falconer St) - footpath	109	-	109	-	-	109	-	-	-
Scotchmer St, Fitzroy (Woodhead St to Falconer St) - kerb & channel	68	-	68	-	-	68	-	-	-
Scotchmer St, Fitzroy (Woodhead St to Falconer St) - road pavement	50	-	50	-	-	50	-	-	-
Station St, Carlton (Curtain St to Newry St) - road pavement	40	-	40	-	-	-	-	40	-
Station St, Carlton (Fenwick St to Curtain St) - road pavement	90	-	90	-	-	-	-	90	-
Station St, Carlton (Macpherson St to Fenwick St) - footpath	38	-	38	-	-	-	-	38	-
Station St, Carlton (Macpherson St to Fenwick St) - road pavement	110	-	110	-	-	-	-	110	-
Station St, Carlton (Richardson St to Macpherson St) - road pavement	108	-	108	-	-	-	-	108	-
Trenerry Cres, Abbotsford (Gray St to Maugie St) - footpath	95	-	95	-	-	-	-	95	-
Turner St, Abbotsford (Trenerry Cres to Bath St) - footpath	42	-	42	-	-	-	-	42	-
Bridges									
Collins Bridge (Gipps St), Abbotsford - deck and truss renovation required to follow bridge stiffening works	60	-	60	-	-	-	-	60	-
Roseneath Street Bridge, Clifton Hill - rust removal treatment and repainting	50	-	50	-	-	-	-	50	-
Waste Management									
Street bins - litter and cigarette butt bins	75	-	75	-	-	-	-	75	-

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Capital Works Area	Project Cost	Asset expenditure types				Summary of Funding Sources			
		New	Renewal	Upgrade	Expansion	Grants	Contrib.	Council cash	Borrowings
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Parks, Open Space and Streetscapes									
Alexandra Parade pocket parks, Collingwood - fences	75	-	75	-	-	-	-	75	-
Alphington Park, Fairfield - garden beds, northern section	45	-	45	-	-	-	-	45	-
Alphington Park, Fairfield - playground nature play elements	30	-	30	-	-	-	30	-	-
Bath St Reserve, Abbotsford - park furniture and BBQ	24	-	24	-	-	-	-	24	-
Burnley Golf Course, Richmond - risk mitigation	1,500	-	1,500	-	-	-	-	1,500	-
Burnley Golf Course, Richmond - fences	180	-	180	-	-	-	-	180	-
Burnley Golf Course, Richmond - irrigation	115	-	115	-	-	-	-	115	-
Burnley Golf Course, Richmond - pathways realignment	83	-	83	-	-	-	-	83	-
Cairns Reserve, Richmond - playground equipment and shade sail	160	-	160	-	-	-	160	-	-
Circus Site, Richmond - boundary fences and gates	46	-	46	-	-	-	-	46	-
Circus Site, Richmond - turf	28	-	28	-	-	-	-	28	-
Circus Site, Richmond - water connection and meter	25	-	25	-	-	-	-	25	-
Citizens Park Oval, Richmond - sand slit treatment following turf renovation to improve drainage	22	-	22	-	-	-	-	22	-
Citizens Park, Richmond - playground design	35	-	35	-	-	-	35	-	-
Clarke St Reserve, Abbotsford - picnic settings and park benches	40	-	40	-	-	-	-	40	-
Clarke Street Reserve, Abbotsford - retaining walls	25	-	25	-	-	-	-	25	-
Clifton Reserve, Clifton Hill - urban agriculture	23	-	23	-	-	-	-	23	-
Coate Park, Fairfield - park furniture	38	-	38	-	-	-	-	38	-
Coulson Oval, Clifton Hill - entrance pathway	22	-	22	-	-	-	-	22	-
Coulson Oval, Clifton Hill - sports turf	170	-	170	-	-	-	-	170	-
Dame Nellie Melba Memorial Reserve, Richmond - shrubs	28	-	28	-	-	-	-	28	-
Darling Gardens, Clifton Hill - main pathways	555	-	555	-	-	-	-	555	-
Edinburgh Gardens, Fitzroy North - skate facilities	380	-	380	-	-	-	-	380	-
Fairfield Park, Fairfield - Amphitheatre handrails and balustrades	22	-	22	-	-	-	-	22	-
Fairfield Park, Fairfield - planting along Heidelberg Rd	34	-	34	-	-	-	-	34	-
Gahan Reserve, Abbotsford - irrigation	55	-	55	-	-	-	-	55	-
Gahan Reserve, Abbotsford - main pathways	230	-	230	-	-	-	-	230	-
Inner Circle - Holden Byrne Reserve, Fitzroy North - shade sail	21	-	21	-	-	-	-	21	-
Inner Circle - Mark St Reserve, Fitzroy North - garden bed/urban agriculture	28	-	28	-	-	-	-	28	-
Inner Circle - Park St Reserve, Fitzroy North - water connection and drinking fountain	36	-	36	-	-	-	-	36	-
Inner Circle (Bowen Crs to Lygon St), Carlton Nth - park benches	36	-	36	-	-	-	-	36	-
Inner Circle Park - Hardy Gallagher Reserve, Carlton Nth - community garden paths	25	-	25	-	-	-	-	25	-
Kevin Bartlett Reserve, Richmond - pathways & lighting	28	-	28	-	-	-	-	28	-
Main Yarra Trail (sections) - park benches	48	-	48	-	-	-	-	48	-

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Capital Works Area	Project Cost	Asset expenditure types				Summary of Funding Sources			
		New	Renewal	Upgrade	Expansion	Grants	Contrib.	Council cash	Borrowings
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Merri Creek Parklands Quarries Park, Clifton Hill - park benches	22	-	22	-	-	-	-	22	-
Merri Creek Parklands Quarries Park, Clifton Hill - playground equipment & skate park	85	-	85	-	-	-	85	-	-
Open Space Children Services - playground equipment	40	-	40	-	-	-	-	40	-
Open Space minor works - boundary equipment	80	-	80	-	-	-	-	80	-
Open Space minor works - controller and flow meters to 10 parks	89	-	89	-	-	-	-	89	-
Open Space minor works - horticultural	55	-	55	-	-	-	-	55	-
Open Space minor works - park benches, picnic settings, drink fountains and bins	273	-	273	-	-	-	-	273	-
Open Space minor works - pathways	116	-	116	-	-	-	-	116	-
Open Space minor works - playground equipment	33	-	33	-	-	-	-	33	-
Open Space minor works - sports equipment	105	-	105	-	-	-	-	105	-
Open Space minor works - turf	95	-	95	-	-	-	-	95	-
Open Space signage renewal program	100	-	100	-	-	-	-	100	-
Ottery Reserve, Fitzroy North - turf	36	-	36	-	-	-	-	36	-
Triangle Park (Alexandra Pde/Queens Pde/Napier St), Fitzroy North - fences and gates	30	-	30	-	-	-	-	30	-
Victoria Park and surrounds, Collingwood - gravel hardstand	48	-	48	-	-	-	-	48	-
W T Peterson Community Oval, Fitzroy North - turf and irrigation	135	-	135	-	-	-	-	135	-
Whitlam Place, Fitzroy - irrigation and water connection	34	-	34	-	-	-	-	34	-
Yambla St Soccer, Clifton Hill - coaches boxes	28	-	28	-	-	-	-	28	-
Construction works – new small local park in Reid Street, Fitzroy	135	135	-	-	-	-	135	-	-
Park extension and redevelopment - Gwynne Street, Cremorne	20	20	-	-	-	-	20	-	-
Park extension and redevelopment - Stephenson Reserve, Cremorne	65	65	-	-	-	-	65	-	-
Consultation, design and approvals for two new open spaces in the state electorate of Richmond	200	200	-	-	-	200	-	-	-
Street Furniture									
Street Furniture (seats, bollards) - program to replace road furniture	30	-	30	-	-	-	-	30	-
Public/street lights - main roads introduction of high efficiency smart lights (stage 2)	200	-	200	-	-	-	-	200	-
Street signs - program to replace traffic related signs in Yarra	25	-	25	-	-	-	-	25	-
Ticket/parking machines - replacement of machines and parking sensors	540	-	540	-	-	-	-	540	-
Transport									
Spot safety - Annual program to address identified road safety issues	200	-	-	200	-	-	-	200	-
Urban Design/Retail Strips									
Burnley St carpark - pavement	170	-	170	-	-	-	-	170	-
TOTAL INFRASTRUCTURE	17,529	420	16,849	260	-	869	590	16,070	-
TOTAL NEW CAPITAL WORKS	30,543	920	28,763	860	-	4,169	590	25,784	-

City of Yarra Proposed 2020/21 - Annual Budget – Adoption in Principle

4.5.3 Works carried forward from the 2019/20 year

Capital Works Area	Project Cost	Asset expenditure types				Summary of Funding Sources			
		New	Renewal	Upgrade	Expansion	Grants	Contrib.	Council cash	Borrowings
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
PROPERTY									
Land									
Insert detailed list	-	-	-	-	-	-	-	-	-
Land Improvements									
Insert detailed list	-	-	-	-	-	-	-	-	-
Buildings									
Insert detailed list	-	-	-	-	-	-	-	-	-
Building Improvements									
Insert detailed list	-	-	-	-	-	-	-	-	-
Leasehold Improvements									
Insert detailed list	-	-	-	-	-	-	-	-	-
Heritage buildings									
Insert detailed list	-	-	-	-	-	-	-	-	-
TOTAL PROPERTY	-	-	-	-	-	-	-	-	-
PLANT AND EQUIPMENT									
Plant, Machinery and Equipment									
Insert detailed list	-	-	-	-	-	-	-	-	-
Fixtures, Fittings and Furniture									
Insert detailed list	-	-	-	-	-	-	-	-	-
Computers and Telecommunications									
Insert detailed list	-	-	-	-	-	-	-	-	-
Heritage Plant and Equipment									
Insert detailed list	-	-	-	-	-	-	-	-	-
Library books									
Insert detailed list	-	-	-	-	-	-	-	-	-
TOTAL PLANT AND EQUIPMENT	-	-	-	-	-	-	-	-	-
INFRASTRUCTURE									
Roads									
Insert detailed list	-	-	-	-	-	-	-	-	-
Bridges									
Insert detailed list	-	-	-	-	-	-	-	-	-
Footpaths and Cycleways									
Insert detailed list	-	-	-	-	-	-	-	-	-
Drainage									
Insert detailed list	-	-	-	-	-	-	-	-	-
Recreational, Leisure & Community Facilities									
Insert detailed list	-	-	-	-	-	-	-	-	-
Waste Management									
Insert detailed list	-	-	-	-	-	-	-	-	-
Parks, Open Space and Streetscapes									
Burnley Golf Course - fences (stage 1)	60	-	60	-	-	-	-	60	-
Burnley Golf Course - pathways	84	-	84	-	-	-	-	84	-
Edinburgh Gardens - pathways	60	-	60	-	-	-	-	60	-
Aerodromes									
Insert detailed list	-	-	-	-	-	-	-	-	-
Off Street Car Parks									
Insert detailed list	-	-	-	-	-	-	-	-	-
Other Infrastructure									
Insert detailed list	-	-	-	-	-	-	-	-	-
TOTAL INFRASTRUCTURE	204	-	204	-	-	-	-	204	-
TOTAL CARRIED FORWARD CAPITAL WORKS 2019/20	204	-	204	-	-	-	-	204	-

5. Financial performance indicators

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

Indicator	Measure	Notes	Actual	Forecast	Budget	Strategic Resource Plan Projections			Trend
			2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	+/o/-
Adjusted underlying result	Adjusted underlying surplus (deficit) / Adjusted underlying revenue	1		0.4%	-7.5%	0.4%	2.5%	3.2%	+
Liquidity									
Working Capital	Current assets / current liabilities	2		262%	230%	197%	193%	189%	-
Unrestricted cash	Unrestricted cash / current liabilities	3		84.1%	18.4%	44.0%	43.9%	60.6%	o
Obligations									
Loans and borrowings	Interest bearing loans and borrowings / rate revenue	4		38.1%	35.6%	31.3%	27.0%	22.9%	+
Loans and borrowings	Interest and principal repayments on interest bearing loans and borrowings / rate revenue			2.8%	30.8%	4.8%	4.6%	4.5%	o
Indebtedness	Non-current liabilities / own source revenue			26.1%	25.4%	18.4%	15.6%	12.9%	+
Asset renewal	Asset renewal expenses / Asset depreciation	5		1.5	1.2	1.5	1.2	1.1	-
Stability									
Rates concentration	Rate revenue / adjusted underlying revenue	6		59.6%	63.1%	57.9%	58.1%	58.2%	o
Rates effort	Rate revenue / CIV of rateable properties in the municipality			0.21%	0.20%	0.20%	0.20%	0.19%	o

Indicator	Measure	Notes	Actual	Forecast	Budget	Strategic Resource Plan Projections			Trend
			2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	+/o/-
Efficiency									
Expenditure level	Total expenses/ no. of property assessments			$3,419	$3,536	$3,608	$3,552	$3,547	o
Revenue level	Residential rate revenue / no. of residential property assessments			$1,743	$1,771	$1,805	$1,841	$1,877	o
Workforce turnover	No. of permanent staff resignations & terminations / average no. of permanent staff for the financial year			12.0%	12.0%	12.0%	12.0%	12.0%	o

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

Notes to indicators

1. Adjusted underlying result
An indicator of the sustainable operating result required to enable Council to continue to provide core services and meet its objectives. Due to the financial impacts of the COVID-19 pandemic, Council's adjusted underlying result is expected to be in deficit in 2020/21 but is forecasted to improve and trend favourably over the period of the SRP.

2. Working Capital
The proportion of current liabilities represented by current assets. It is a general measure of the organisation's liquidity and its ability to meet its commitments as and when they fall due. Working Capital is forecast to decline due to the financial impacts of COVID-19 on Council cashflow. Working capital trend is forecast to decrease from 2.3 in 2020/21 to 1.9 in 2023/24, which still indicates that Council is in a strong position to meet all its commitments as they fall due.

3. Unrestricted Cash
Represents cash funds which are free of all specific Council commitments and are available to meet daily cash flow requirements, unexpected short term needs and any Budget commitments. Council's unrestricted cash includes total cash balances less allocations for carry forward of capital projects and amounts transferred to reserve for open space developer contributions. Unrestricted cash is budgeted to decline in 2020/21 due to the financial impacts of COVID-19 on Council's cashflow, however is then expected to steadily continue to increase over the remaining period of the SRP.

4. Debt compared to rates
Trend indicates Council's reliance on debt is expected to reduce over the period of the SRP with loan principal repayments being made and rate revenue increasing.

5. Asset renewal
Percentage indicates the extent of Council's renewal and upgrade Capital expenditure against its depreciation charge (an indication of the decline in value of its existing capital assets). Budgeted asset renewal expenditure is expected to meet the requirements of Council's assets.

6. Rates concentration
Reflects extent of reliance on rate revenues to fund all of Council's on-going services. Council's rates concentration is expected to remain consistent over the period of the SRP. Rate revenue continues to be an important source of revenue for Council to be able to deliver services and renew its assets.

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City of Yarra
2020/21 Proposed Budget
Proposed Fees and Charges

Impact of COVID-19 on Councils Proposed Fees and Charges for 2020/21
As part of Council's response to the impact of the COVID-19 pandemic on the Yarra Community, Council recently approved a community and economic support package assist the community. A key component of this package is the waiving of a number of fees and charges listed in the below schedule for various periods of timing during the 2020/21 financial year.

These applicable fees and charges have still been listed in the below schedule at the rate that they would normally apply, however the income lines relating to such fees throughout the 2020/21 budget have been reduced to reflect the period of time that they won't be charged.

From 1 July 2020, current fees and charges will continue to be charged as adopted in the 2019/20 budget. The new fee and charge amounts for 2020/21 will come into effect when Council's budget is adopted in August 2020.

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City of Yarra Proposed 2020/21 - Annual Budget – Adoption in Principle

Note: The proposed fees in this schedule are exclusive of GST. GST will be added if the fee is taxable

Note: Statutory fees are shaded in Grey for 2020/21 and will be updated when the statutory fee increase is provided

Fees and Charges Description	Unit of Measure	Statutory Fee	GST Status	2019/20 Adopted Fee	2020/21 Proposed Fee	$ Change	% Change
PROPERTY & RATING FEES							
Land information certificates	Per Certificate	Statutory	**GST Free**	**$27.00**	**$27.00**	**0.00%**	**$0.00**
Land information certificates - 24 hour turnaround (online application only)	Per Certificate	Non-statutory	GST Free	**$70.20**	**$71.70**	**$1.50**	**2.14%**
Garbage Charge - Properties exempt from Rates	Per service	Non-statutory	GST Free	**$382.55**	**$390.20**	**$7.65**	**2.00%**
Valuation Certificate	Per Certificate	Non-statutory	Taxable	**$25.60**	**$26.20**	**$0.60**	**2.34%**
Retrospective Valuation Certificate	Per Certificate	Non-statutory	Taxable	**$102.50**	**$104.55**	**$2.05**	**2.00%**
Payment Arrangement fee (Rates – Referred for Legal Action)	Per Arrangement	Non-statutory	Taxable	**$5.90**	**$6.10**	**$0.20**	**3.39%**
Rate Notice reproduction	Per Notice	Non-statutory	GST Free	**26.95**	**27.5**	**$0.55**	**2.04%**
Debt Recovery Field Call	Per Notice	Non-statutory	GST Free	**$60.00**	**$60.00**	**$0.00**	**0.00%**
Debt Recovery Administration	Per Referral	Non-statutory	GST Free	**$45.00**	**$45.00**	**$0.00**	**0.00%**
Debt Recovery Administration Summons Trace successful	Per Trace	Non-statutory	GST Free	**$150.00**	**$150.00**	**$0.00**	**0.00%**
Debt Recovery Administration Summons Trace unsuccessful	Per Trace	Non-statutory	GST Free	**$100.00**	**$100.00**	**$0.00**	**0.00%**
Debt Recovery Title Search	Per Search	Non-statutory	GST Free	**$25.60**	**$25.60**	**$0.00**	**0.00%**
Debt Recovery Company Search	Per Search	Non-statutory	GST Free	**$25.60**	**$25.60**	**$0.00**	**0.00%**
GOVERNANCE SUPPORT							
Freedom of information requests		Statutory	**GST Free**	**Adoption of statutory fee**	**Adoption of statutory fee**		
LIBRARIES							
Overdue Items	Per Day	Non-statutory	GST Free	**$0.20**	**Fee removed**	**-$0.20**	**-100.00%**
Damaged / Lost Books	Per item	Non-statutory	Taxable	**Cost + $12.50**	**Cost + $12.80**	**$0.30**	**2.40%**
Damaged / Lost Magazines	Per item	Non-statutory	Taxable	**Cost + $3.70**	**Cost + $3.80**	**$0.10**	**2.70%**
Lost Card	Per item	Non-statutory	Taxable	**$4.00**	**$4.00**	**$0.00**	**0.00%**
Inter Library Loans	Per item	Non-statutory	Taxable	**$18.50**	**$18.50**	**$0.00**	**0.00%**
Reservations	Per item	Non-statutory	GST Free	**No Charge**	**No Charge**	**$0.00**	**0.00%**
Word Processing	Per Session	Non-statutory	Taxable	**No Charge**	**No Charge**	**$0.00**	**0.00%**
Internet Access	Per Session	Non-statutory	Taxable	**No Charge**	**No Charge**	**$0.00**	**0.00%**
Library Bags	Per item	Non-statutory	Taxable	**$3.00**	**$3.00**	**$0.00**	**0.00%**
Printing from Computers	Per Page	Non-statutory	Taxable	**$0.20**	**Fee removed**	**-$0.20**	**-100.00%**
Library Merchandise							
Library Bags	Per Bag	Non-statutory	Taxable	**New Fee**	**$3.00**	**$3.00**	**100.00%**

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City of Yarra Proposed 2020/21 - Annual Budget – Adoption in Principle

Fees and Charges Description	Unit of Measure	Statutory Fee	GST Status	2019/20 Adopted Fee	2020/21 Proposed Fee	$ Change	% Change
Library USBs	Per USB	Non-statutory	Taxable	New Fee	$8.00	$8.00	100.00%
Library Keep Cups	Per Cup	Non-statutory	Taxable	New Fee	$10.00	$10.00	100.00%
Photocopies and Printing							
Photocopies A4	Per Copy	Non-statutory	Taxable	$0.20	$0.20	$0.00	0.00%
Photocopies A3	Per Copy	Non-statutory	Taxable	$0.40	$0.40	$0.00	0.00%
Photocopies A4 (colour)	Per Copy	Non-statutory	Taxable	$1.10	$1.10	$0.00	0.00%
Photocopies A3 (colour)	Per Copy	Non-statutory	Taxable	$2.10	$2.10	$0.00	0.00%
Book Sales							
Hardbacks	Per Sale	Non-statutory	Taxable	$3.00	$3.00	$0.00	0.00%
Paperbacks	Per Sale	Non-statutory	Taxable	$1.50	$1.50	$0.00	0.00%
Magazines	Per Sale	Non-statutory	Taxable	$0.50	$0.50	$0.00	0.00%
Bag of Books	Per Bag	Non-statutory	Taxable	New Fee	$5.00	$5.00	100.00%
FINANCE							
Credit Card Surcharge (moved from start of sheet to Finance section)	Per Transaction	Non-statutory	Taxable	0.5% to payments made via Credit Card	0.5% to payments made via Credit Card	$0.00	$0.00
Dishonoured Cheque Administration Fee	Per Cheque	Non-statutory	Taxable	$35.70	$36.50	$0.80	2.24%
Dishonoured Direct Debit Administration Fee	Per Cheque	Non-statutory	Taxable	$35.70	$36.50	$0.80	2.24%
AGED & DISABILITY SERVICES							
Home Care, Personal Care and Respite Care							
Home Care General Low Fee Range							
Home Care General Low fee range - Single Up to $28,605	Per hour	Non-statutory	GST Free	$4.15	$4.25	$0.10	2.41%
Home Care General Low fee range - Single $28,605 to $39,089	Per hour	Non-statutory	GST Free	$6.40	$6.55	$0.15	2.34%
Home Care General Low fee range - Couple Up to $59,802	Per hour	Non-statutory	GST Free	$6.45	$6.60	$0.15	2.33%
Home Care General Low fee range - Family Up to $66,009	Per hour	Non-statutory	GST Free	$6.45	$6.60	$0.15	2.33%
Home Care General Medium Fee Range							
Home Care General Medium fee range - Single $39,089 to $54,795	Per hour	Non-statutory	GST Free	$9.15	$9.35	$0.20	2.19%
Home Care General Medium fee range - Single $54,795 to $70,501	Per hour	Non-statutory	GST Free	$11.85	$12.10	$0.25	2.11%
Home Care General Medium fee range - Single $70,501 to $86,208	Per hour	Non-statutory	GST Free	$14.50	$14.80	$0.30	2.07%
Home Care General Medium fee range - Couple $59,802 to $78,283	Per hour	Non-statutory	GST Free	$10.75	$11.00	$0.25	2.33%
Home Care General Medium fee range - Couple $78,283 to $96,764	Per hour	Non-statutory	GST Free	$13.65	$13.95	$0.30	2.20%
Home Care General Medium fee range - Couple $96,764 to $115,245	Per hour	Non-statutory	GST Free	$16.15	$16.50	$0.35	2.17%
Home Care General Medium fee range - Family $66,009 to $83,521	Per hour	Non-statutory	GST Free	$10.75	$11.00	$0.25	2.33%
Home Care General Medium fee range - Family $83,521 to $101,033	Per hour	Non-statutory	GST Free	$13.65	$13.95	$0.30	2.20%
Home Care General Medium fee range - Family $101,033 to $118,546	Per hour	Non-statutory	GST Free	$16.15	$16.50	$0.35	2.17%
Home Care General High Fee Range							
Home Care General High Range - Single Above $86,208	Per hour	Non-statutory	GST Free	$35.20	$36.00	$0.80	2.27%
Home Care General High Range - Couple Above $115,245	Per hour	Non-statutory	GST Free	$35.20	$36.00	$0.80	2.27%
Home Care General High Range - Family Above $118,546	Per hour	Non-statutory	GST Free	$35.20	$36.00	$0.80	2.27%

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City of Yarra Proposed 2020/21 - Annual Budget – Adoption in Principle

Fees and Charges Description	Unit of Measure	Statutory Fee	GST Status	2019/20 Adopted Fee	2020/21 Proposed Fee	$ Change	% Change
Personal Care							
Personal Care Low Fee Range							
Personal Care Low fee range - Single Up to $28,605	Per hour	Non-statutory	GST Free	$4.05	$4.15	$0.10	2.47%
Personal Care Low fee range - Single $28,605 to $39,089	Per hour	Non-statutory	GST Free	$4.80	$4.90	$0.10	2.08%
Personal Care Low fee range - Couple Up to $44,309	Per hour	Non-statutory	GST Free	$4.05	$4.15	$0.10	2.47%
Personal Care Low fee range - Couple $44,309 to $59,802	Per hour	Non-statutory	GST Free	$4.80	$4.90	$0.10	2.08%
Personal Care Low fee range - Family Up to $44,309	Per hour	Non-statutory	GST Free	$4.05	$4.15	$0.10	2.47%
Personal Care Low fee range - Family $44,309to $66,009	Per hour	Non-statutory	GST Free	$4.80	$4.90	$0.10	2.08%
Personal Care Medium Fee Range							
Personal Care General Medium fee range - Single $39,089 to $54,795	Per hour	Non-statutory	GST Free	$7.55	$7.75	$0.20	2.65%
Personal Care General Medium fee range - Single $54,795 to $70,501	Per hour	Non-statutory	GST Free	$7.95	$8.15	$0.20	2.52%
Personal Care General Medium fee range - Single $70,501 to $86,208	Per hour	Non-statutory	GST Free	$8.70	$8.90	$0.20	2.30%
Personal Care General Medium fee range - Couple $59,802 to $78,283	Per hour	Non-statutory	GST Free	$7.55	$7.75	$0.20	2.65%
Personal Care General Medium fee range - Couple $78,283 to $96,764	Per hour	Non-statutory	GST Free	$7.95	$8.15	$0.20	2.52%
Personal Care General Medium fee range - Couple $96,764 to $115,245	Per hour	Non-statutory	GST Free	$8.70	$8.90	$0.20	2.30%
Personal Care General Medium fee range - Family $66,009 to $83,521	Per hour	Non-statutory	GST Free	$7.55	$7.75	$0.20	2.65%
Personal Care General Medium fee range - Family $83,521 to $101,033	Per hour	Non-statutory	GST Free	$7.95	$8.15	$0.20	2.52%
Personal Care General Medium fee range - Family $101,033 to $118,546	Per hour	Non-statutory	GST Free	$8.70	$8.90	$0.20	2.30%
Personal Care High Fee Range							
Personal Care General High Range - Single Above $86,208	Per hour	Non-statutory	GST Free	$39.40	$40.20	$0.80	2.03%
Personal Care General High Range - Couple Above $115,245	Per hour	Non-statutory	GST Free	$39.40	$40.20	$0.80	2.03%
Personal Care General High Range - Family Above $118,546	Per hour	Non-statutory	GST Free	$39.40	$40.20	$0.80	2.03%
Respite Care							
Respite Care Low Fee Range							
Respite Care Low fee range - Single Up to $28,605	Per hour	Non-statutory	GST Free	$2.75	$2.85	$0.10	3.64%
Respite Care Low fee range - Single $28,605 to $39,089	Per hour	Non-statutory	GST Free	$3.25	$3.35	$0.10	3.08%
Respite Care Low fee range - Couple Up to $44,309	Per hour	Non-statutory	GST Free	$2.75	$2.85	$0.10	3.64%
Respite Care Low fee range - Couple $44,309 to $59,802	Per hour	Non-statutory	GST Free	$3.25	$3.35	$0.10	3.08%
Respite Care Low fee range - Family Up to $44,309	Per hour	Non-statutory	GST Free	$2.75	$2.85	$0.10	3.64%
Respite Care Low fee range - Family $44,309 to $66,009	Per hour	Non-statutory	GST Free	$3.25	$3.35	$0.10	3.08%
Respite Care Medium Fee Range							
Respite Care General Medium fee range - Single $39,089 to $54,795	Per hour	Non-statutory	GST Free	$3.75	$3.85	$0.10	2.67%
Respite Care General Medium fee range - Single $54,795 to $70,501	Per hour	Non-statutory	GST Free	$4.60	$4.70	$0.10	2.17%
Respite Care General Medium fee range - Single $70,501 to $86,208	Per hour	Non-statutory	GST Free	$4.70	$4.80	$0.10	2.13%
Respite Care General Medium fee range - Couple $59,802 to $78,283	Per hour	Non-statutory	GST Free	$3.75	$3.85	$0.10	2.67%
Respite Care General Medium fee range - Couple $78,283 to $96,764	Per hour	Non-statutory	GST Free	$4.60	$4.70	$0.10	2.17%
Respite Care General Medium fee range - Couple $96,764 to $115,245	Per hour	Non-statutory	GST Free	$4.70	$4.80	$0.10	2.13%
Respite Care General Medium fee range - Family $66,009 to $83,521	Per hour	Non-statutory	GST Free	$3.75	$3.85	$0.10	2.67%
Respite Care General Medium fee range - Family $83,521 to $101,033	Per hour	Non-statutory	GST Free	$4.60	$4.70	$0.10	2.17%

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Fees and Charges Description	Unit of Measure	Statutory Fee	GST Status	2019/20 Adopted Fee	2020/21 Proposed Fee	$ Change	% Change
Respite Care General Medium fee range - Family $101,033 to $118,546	Per hour	Non-statutory	GST Free	$4.70	$4.80	$0.10	2.13%
Respite Care High Fee Range							
Respite Care General High Range - Single Above $86,208	Per hour	Non-statutory	GST Free	$36.35	$37.10	$0.75	2.06%
Respite Care General High Range - Couple Above $115,245	Per hour	Non-statutory	GST Free	$36.35	$37.10	$0.75	2.06%
Respite Care General High Range - Family Above $118,546	Per hour	Non-statutory	GST Free	$36.35	$37.10	$0.75	2.06%
Home Maintenance							
Home Maintenance Low Fee Range							
Home Maintenance Low fee range - Single Up to $28,605	Per hour	Non-statutory	GST Free	$4.55	$4.65	$0.10	2.20%
Home Maintenance Low fee range - Single $28,605 to $39,089	Per hour	Non-statutory	GST Free	$7.10	$7.25	$0.15	2.11%
Home Maintenance Low fee range - Couple Up to $44,309	Per hour	Non-statutory	GST Free	$4.55	$4.65	$0.10	2.20%
Home Maintenance Low fee range - Couple $44,309 to $59,802	Per hour	Non-statutory	GST Free	$8.40	$8.60	$0.20	2.38%
Home Maintenance Low fee range - Family Up to $44,309	Per hour	Non-statutory	GST Free	$4.55	$4.65	$0.10	2.20%
Home Maintenance Low fee range - Family $44,309 to $66,009	Per hour	Non-statutory	GST Free	$8.40	$8.60	$0.20	2.38%
Home Maintenance - Medium Fee Range							
Home Maintenance Medium Fee Range Single - $39,089 to $86,208	Per hour	Non-statutory	GST Free	$17.65	$18.05	$0.40	2.27%
Home Maintenance Medium Fee Range Couple - $59,802 to $115,245	Per hour	Non-statutory	GST Free	$17.65	$18.05	$0.40	2.27%
Home Maintenance Medium Fee Range Family - $66,009 to $118,546	Per hour	Non-statutory	GST Free	$17.65	$18.05	$0.40	2.27%
Home Maintenance - High Fee Range							
Home Maintenance High Range - Single Above $86,208	Per hour	Non-statutory	GST Free	$50.85	$51.90	$1.05	2.06%
Home Maintenance High Range - Couple Above $115,245	Per hour	Non-statutory	GST Free	$50.85	$51.90	$1.05	2.06%
Home Maintenance - Family Above $118,546	Per hour	Non-statutory	GST Free	$50.85	$51.90	$1.05	2.06%
Delivered / Centre Meals							
Delivered / Centre Meals -Low Fee Range							
Delivered / Centre Meals Single up to $39,089	Per meal	Non-statutory	GST Free	$6.65	$6.80	$0.15	2.26%
Delivered / Centre Meals Couple Up to $59,802	Per meal	Non-statutory	GST Free	$6.65	$6.80	$0.15	2.26%
Delivered / Centre Meals Family Up to $66,009	Per meal	Non-statutory	GST Free	$6.65	$6.80	$0.15	2.26%
Delivered / Centre Meals - Medium Fee Range							
Delivered / Centre Meals Single - $39,089 to $86,208	Per meal	Non-statutory	GST Free	$8.60	$8.80	$0.20	2.33%
Delivered / Centre Meals Couple - $59,802 to $115,245	Per meal	Non-statutory	GST Free	$8.60	$8.80	$0.20	2.33%
Delivered / Centre Meals Family - $66,009 to $118,546	Per meal	Non-statutory	GST Free	$8.60	$8.80	$0.20	2.33%
Delivered / Centre Meals - High Fee Range							
Delivered / Centre Meals- Single Above $86,208	Per meal	Non-statutory	GST Free	$22.45	$22.90	$0.45	2.00%
Delivered / Centre Meals - Couple Above $115,245	Per meal	Non-statutory	GST Free	$22.45	$22.90	$0.45	2.00%
Delivered / Centre Meals - Family Above $118,546	Per meal	Non-statutory	GST Free	$22.45	$22.90	$0.45	2.00%
Willowview							
Willowview - High Care							
Willowview - Outing Group							
Willowview - Low Fee Range Single up to $39,089	Per session	Non-statutory	GST Free	$8.30	$8.50	$0.20	2.41%
Willowview - Low Fee Range Couple Up to $59,802	Per session	Non-statutory	GST Free	$8.30	$8.50	$0.20	2.41%

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Fees and Charges Description	Unit of Measure	Statutory Fee	GST Status	2019/20 Adopted Fee	2020/21 Proposed Fee	$ Change	% Change
Willowview - Low Fee Range Family Up to $66,009	Per session	Non-statutory	GST Free	$8.30	$8.50	$0.20	2.41%
Willowview - Medium Fee Range Single - $39,089 to $86,208	Per session	Non-statutory	GST Free	$8.30	$8.50	$0.20	2.41%
Willowview - Medium Fee Range Couple - $59,802 to $115,245	Per session	Non-statutory	GST Free	$8.30	$8.50	$0.20	2.41%
Willowview - Medium Fee Range Family - $66,009 to $118,546	Per session	Non-statutory	GST Free	$8.30	$8.50	$0.20	2.41%
Willowview - High Fee Range - Single Above $86,208	Per session	Non-statutory	GST Free	$20.90	$21.35	$0.45	2.15%
Willowview - High Fee Range - Couple Above $115,245	Per session	Non-statutory	GST Free	$20.90	$21.35	$0.45	2.15%
Willowview - High Fee Range - Family Above $118,546	Per session	Non-statutory	GST Free	$20.90	$21.35	$0.45	2.15%
Social Support – Group (Community Transport)							
Weekly fee charged for Community transport service - shopping	Per trip	Non-statutory	GST Free	$1.00	$1.00	$0.00	0.00%
Home Care Packages (HCP)							
**Rates negotiable in special circumstances. Refer Aged & Disability Services - Home Care Packages Policy							
Linkage Program- Monthly Case Management Fee	Per case plan	Non-statutory	Taxable	$0 - $258	$0 - $258	0	0.00%
**Based upon HACC services used and other services as negotiated							
All Meals	Per meal	Non-statutory	Taxable	$20.80	$21.25	$0.45	2.16%
Home/Personal/Respite Care (8.00am to 6.00pm Monday to Friday)	Per hour	Non-statutory	Taxable	$48.40	$49.40	$1.00	2.07%
Home/Personal/Respite Care (6.00pm to 8.00am Monday to Friday)	Per hour	Non-statutory	Taxable	$102.70	$104.75	$2.05	2.00%
Home/Personal/Respite Care (6.00pm Friday to 8.00am Monday)	Per hour	Non-statutory	Taxable	$102.70	$104.75	$2.05	2.00%
Adult Day Care	Per session	Non-statutory	Taxable	$35.65	$36.40	$0.75	2.10%
PARKING SERVICES							
Parking Fees - meters/ticket machines (per hour) spread from 0.00 to $10.00 max	Per Hour	Non-statutory	Taxable	$4.00	$0.00-$10.00. default price $4.00	$0.00	0.00%
All Day Parking (various locations)	Per Day	Non-statutory	Taxable	$12.00	$12.50	$0.50	4.17%
Night parking rate	Per Night	Non-statutory	Taxable	$12.00	$12.00	$0.00	0.00%
Occupation of parking bays - parking meter/first day- Non Commercial Street	Per Day	Non-statutory	Taxable	$64.00	$65.50	$1.50	2.34%
Occupation of parking bays - parking meter/subsequent day- Non Commercial Street	Per Day	Non-statutory	Taxable	$32.00	$33.00	$1.00	3.13%
Occupation of parking bays - parking meter/first day- Commercial Street	Per Day	Non-statutory	Taxable	$106.00	$110.00	$4.00	3.77%
Occupation of parking bays - parking meter/subsequent day - Commercial street	Per Day	Non-statutory	Taxable	$55.00	$58.00	$3.00	5.45%
Parking Permits - 1st Resident permit	Per Permit	Non-statutory	GST Free	$40.00	$41.00	$1.00	2.50%
Parking Permits - 2nd Resident permits	Per Permit	Non-statutory	GST Free	$98.00	$100.00	$2.00	2.04%
Parking Permits - 3rd Resident permits	Per Permit	Non-statutory	GST Free	$184.00	$188.00	$4.00	2.17%
Parking Permits - Business - 1st permit	Per Permit	Non-statutory	GST Free	$134.00	$137.00	$3.00	2.24%
Parking Permits - Business - 2nd and subsequent permits	Per Permit	Non-statutory	GST Free	$248.00	$254.00	$6.00	2.42%
Parking Permits - Disabled	Per Permit	Non-statutory	GST Free	No Charge	No Charge	$0.00	0.00%
Parking Permits - 1st Visitor permit	Per Permit	Non-statutory	GST Free	$40.00	$41.00	$1.00	2.50%
Parking Permits - 2nd Visitor permits	Per Permit	Non-statutory	GST Free	$98.00	$100.00	$2.00	2.04%
Parking Permits - 3rd Visitor permits	Per Permit	Non-statutory	GST Free	$184.00	$188.00	$4.00	2.17%

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City of Yarra Proposed 2020/21 - Annual Budget – Adoption in Principle

Fees and Charges Description	Unit of Measure	Statutory Fee	GST Status	2019/20 Adopted Fee	2020/21 Proposed Fee	$ Change	% Change
Vehicle tow-away - impounding fee	Per item	Non-statutory	Taxable	$435.00	$444.00	$9.00	2.07%
Derelict vehicles/pound fee - abandoned/unregistered vehicle	Per Vehicle	Non-statutory	Taxable	$435.00	$444.00	$9.00	2.07%
Installation of Loading Zone	Per Loading zone	Non-statutory	Taxable	$210.00	$215.00	$5.00	2.38%
Parking offences set out in Schedule 6 of the Road Safety (General) Regulations 2019	Of a Penalty Unit	Non-statutory		New Fee	0.5 of a penalty unit		
Parking Permit - Car Share Bay	Per Permit	Non-statutory	GST Free	New Fee	$600.00	$600.00	100.00%
Installation of Car Share Bay	Per Bay	Non-statutory	Taxable	New Fee	$650.00	$650.00	100.00%
LOCAL LAWS/LEGISLATIVE SERVICES							
Footpath Trading -Application/ Inspection fee (Non-refundable)	Per application	Non-statutory	GST free	$55.00	$57.00	$2.00	3.64%
Footpath heaters	Annual fee	Non-statutory	GST free	$108.00	$111.00	$3.00	2.78%
Footpath awning fee	Annual fee	Non-statutory	GST free	$215.00	$220.00	$5.00	2.33%
Local laws Permit refund fee	Per fee	Non-statutory	GST free	$108.00	$111.00	$3.00	2.78%
Planter Box/Tubs (Excludes Tables & Chairs) Footpath trading only	Annual fee	Non-statutory	GST free	$55.00	$57.00	$2.00	3.64%
Additional miscellaneous item Footpath trading	Per item	Non-statutory	GST free	$55.00	$57.00	$2.00	3.64%
Mobile Food Vans - Normal Rate	Per Van	Non-statutory	GST free	$2,578.00	$2,630.00	$52.00	2.02%
Mobile Food Vans - Concession Rate (Yarra Resident Only)	Per Van	Non-statutory	GST free	$1,829.00	$1,866.00	$37.00	2.02%
Mobile food van - small private events permit 1 day or less	Per Van	Non-statutory	GST Free	$106.00	$110.00	$4.00	3.77%
Mobile food van- Charity or Non for profit event.	Per Van	Non-statutory	GST Free	$0.00	$0.00	$0.00	0.00%
Significant tree Application fee(Non-refundable)	Per application	Non-statutory	GST free	$150.00	$155.00	$5.00	3.33%
Significant Tree Permit- Removal	Per Permit	Non-statutory	GST free	$215.00	$220.00	$5.00	2.33%
Significant Tree Permit- Pruning only	Per Permit	Non-statutory	GST free	$108.00	$111.00	$3.00	2.78%
Excess Animal Permit- Application Fee (Non Refundable)	Per Permit	Non-statutory	GST free	$55.00	$58.00	$3.00	5.45%
Cat trap- rental per week	Per Week	Non-statutory	GST free	$22.00	$23.00	$1.00	4.55%
Commercial dog walking permit (annual permit)	Annual Permit	Non-statutory	GST free	$108.00	$111.00	$3.00	2.78%
Excess Animal Permit-Fee	Annual Permit	Non-statutory	GST free	$55.00	$58.00	$3.00	5.45%
Temporary Public Space Licence (prescribed event area) multi max 5 stalls/promotional activities Charity or Non for profit	Per Permit	Non-statutory	GST free	$0.00	$0.00	$0.00	0.00%
Temporary Public Space Licence (prescribed event area) multi max 5 stalls/promotional activities	Per Permit	Non-statutory	GST free	$100.00	$105.00	$5.00	5.00%
Temporary Public Space Licence (prescribed event area) each additional stall/promotional activity over 5 for Charity or Non for profit	Per Permit	Non-statutory	GST free	$0.00	$0.00	$0.00	0.00%
Temporary Public Space Licence (prescribed event area) each additional stall/promotional activity over 5	Per Permit	Non-statutory	GST free	$30.00	$32.00	$2.00	6.67%
Temporary Public Space Licences up to 7 days	Per Permit	Non-statutory	GST free	$68.00	$70.00	$2.00	2.94%
Local law permit application fee(As required)	Annual Permit	Non-statutory	GST free	$55.00	$57.00	$2.00	3.64%
Busking Permit (Monthly charge)	Per Month	Non-statutory	GST free	$14.50	$15.00	$0.50	3.45%
Planter box/tubs- Laneway garden permit fee	Per Permit	Non-statutory	GST free	$55.00	$57.00	$2.00	3.64%
General Local Law Permit	Per Permit	Non-statutory	GST free	$338.00	$345.00	$7.00	2.07%
Temporary Public space permit- Promotional Short Term (1) 0- 3 days	Per Permit	Non-statutory	GST free	$108.00	$111.00	$3.00	2.78%
Temporary Public space permit- Promotional Short Term (2) 3- 7 days where admin/detailed review required	Per Permit	Non-statutory	GST free	$173.00	$177.00	$4.00	2.31%

Attachment 1 - Yarra City Council - Proposed Annual Budget - 2020-2021

City of Yarra Proposed 2020/21 - Annual Budget – Adoption in Principle

Fees and Charges Description	Unit of Measure	Statutory Fee	GST Status	2019/20 Adopted Fee	2020/21 Proposed Fee	$ Change	% Change
Local Laws permit Inspection fee- After hours	Per Permit	Non-statutory	GST free	$160.00	$164.00	$4.00	2.50%
Miscellaneous / Impound release Fee	Per item	Non-statutory	GST free	$110.00	$115.00	$5.00	4.55%
Shopping Trolley Release fees	Per trolley	Non-statutory	GST free	$65.00	$67.00	$2.00	3.08%
Public Space Licences							
Items on Footpath:							
Advertising Sign - per sign (licensed)	Annual Permit	Non-statutory	GST Free	$178.00	$182.00	$4.00	2.25%
Advertising Sign - per sign (unlicensed)	Annual Permit	Non-statutory	GST Free	$121.00	$124.00	$3.00	2.48%
Goods Display	Annual Permit	Non-statutory	GST Free	$414.00	$423.00	$9.00	2.17%
Tables & Chairs:							
Licenced premises - per table over 800mm(Including benches)	Annual Permit	Non-statutory	GST free	$91.00	$93.00	$2.00	2.20%
Licensed Premises - per table up to 800mm	Annual Permit	Non-statutory	GST Free	$80.00	$82.00	$2.00	2.50%
Licensed Premises - per chair (600mm =1 Chair)	Annual Permit	Non-statutory	GST Free	$74.00	$75.50	$1.50	2.03%
Unlicensed Premises - per table over 800mm (including benches)	Annual Permit	Non-statutory	GST Free	$91.00	$93.00	$2.00	2.20%
Unlicensed Premises - per table up to 800mm	Annual Permit	Non-statutory	GST Free	$80.00	$82.00	$2.00	2.50%
Unlicensed Premises - per chair (600mm = 1 Chair)	Annual Permit	Non-statutory	GST Free	$22.00	$23.00	$1.00	4.55%
Real Estate Sign License	Annual Permit	Non-statutory	GST Free	$796.00	$812.00	$16.00	2.01%
Mobile Food Van (prescribed event area) multi max. 5 vans	Per Permit	Non-statutory	GST Free	$338.00	$345.00	$7.00	2.07%
Mobile Food Van (prescribed event area) each additional food van/stall over 5 vans	Per Permit	Non-statutory	GST Free	$338.00	$345.00	$7.00	2.07%
Mobile Food Van public land (once-off day rate)	Per Permit	Non-statutory	GST Free	$338.00	$345.00	$7.00	2.07%
Note: Refund of any permit issued 50% for the first 6 months- no refund after 6 months.	Per Permit						
Kerb Market							
Gleadell Street Market (per stall)	Per Stall weekly charge	Non-statutory	Taxable	$90.00	$92.00	$2.00	2.22%
Other							
Miscellaneous / Impound Fee	Per item	Non-statutory	Taxable	$110.00	$113.00	$3.00	2.73%
Planning Enforcement							
Liquor Licensing Advice Requests	Per advise	Non-statutory	Taxable	$162.00	$166.00	$4.00	2.47%
ANIMAL CONTROL							
COMMUNITY AMENITY - (Local Laws and Animal Control)							
Dog Registration							
Standard Maximum Fee	Per dog	Non-statutory	GST Free	$204.00	$210.00	$6.00	2.94%
Standard Reduced Fee	Per dog	Non-statutory	GST Free	$68.00	$70.00	$2.00	2.94%
Foster care - Dog	Per dog	Non-statutory	GST Free	$0.00	$8.00	$8.00	100.00%
Concessional Maximum Fee	Per dog	Non-statutory	GST Free	$102.00	$105.00	$3.00	2.94%
Dogs & cats currently registered at another Council - transfer and 1st registration	Per animal	Non-statutory	GST Free	No charge-1st year only	No charge-1st year only		
Dogs & Cats under 6mths of age	Per animal	Non-statutory	GST Free	No charge-1st year only	No charge-1st year only		
Concessional Reduced Fee	Per dog	Non-statutory	GST Free	$20.00	$21.00	$1.00	5.00%

Attachment 1 - Yarra City Council - Proposed Annual Budget - 2020-2021

City of Yarra Proposed 2020/21 - Annual Budget – Adoption in Principle

Fees and Charges Description	Unit of Measure	Statutory Fee	GST Status	2019/20 Adopted Fee	2020/21 Proposed Fee	$ Change	% Change
Registration – Declared menacing, dangerous & restricted breed dogs	Per dog	Non-statutory	GST Free	$400.00	$410.00	$10.00	2.50%
Cat Registration							
Standard Maximum Fee	Per cat	Non-statutory	GST Free	$117.00	$120.00	$3.00	2.56%
Standard Reduced Fee	Per cat	Non-statutory	GST Free	$39.00	$40.00	$1.00	2.56%
Concessional Maximum Fee	Per cat	Non-statutory	GST Free	$58.00	$60.00	$2.00	3.45%
Concessional Reduced Fee	Per cat	Non-statutory	GST Free	$14.50	$15.00	$0.50	3.45%
Foster care - Cat		Non-statutory	GST Free	$0.00	$8.00	$8.00	100.00%
Animal Registration refund	Per registration	Non-statutory	GST Free	50% refund prior to 1 October each year	50% refund prior to 1 October each year		
Replacement Animal Registration tag		Non-statutory	Taxable	$5.50	$6.00	$0.50	9.09%
Animal Pound Release fees							
Release fee - Dog	Per animal	Non-statutory	Taxable	$150.00	$160.00	$10.00	6.67%
Release fee - Cat	Per animal	Non-statutory	Taxable	$100.00	$110.00	$10.00	10.00%
Livestock (small)	Per animal	Non-statutory	Taxable	$180.00	$185.00	$5.00	2.78%
Livestock (large)	Per animal	Non-statutory	Taxable	$220.00	$250.00	$30.00	13.64%
Registration of Domestic Animal Business							
Annual Registration Fee	Per animal	Non-statutory	Taxable	$410.00	$420.00	$10.00	2.44%
Note: Domestic Animal Business registration refund 50% (prior to October only)	Per Permit	Non-statutory					
Transfer Fee	Per Permit	Non-statutory	Taxable	$30.00	$31.00	$1.00	3.33%
Request for copy of dog/cat registration certificate (per entry)	Per entry	Non-statutory	Taxable	$105.00	$108.00	$3.00	2.86%
Service Requests - Animal Control	Per animal	Non-statutory	Taxable	$78.00	$80.00	$2.00	2.56%
Inspection of Dog/Cat register (per entry)	Per entry	Non-statutory	GST Free	$23.00	$24.00	$1.00	4.35%
Deposit Cat trap(Refundable)	Per trap	Non-statutory	GST Free	$108.00	$112.00	$4.00	3.70%
FOOD PREMISES							
Class 1 or Class 2 Premises							
Renewals	annual Permit	Non-statutory	GST Free	$592.00	$604.00	$12.00	2.03%
Additional fee for each employee over 10.	Per employee	Non-statutory	GST Free	$30.00	$31.00	$1.00	3.33%
New Registrations							
Application fee	Per application	Non-statutory	GST Free	$296.00	$302.00	$6.00	2.03%
Registration fee	Per registration	Non-statutory	GST Free	Pro-rata of renewal fee	Pro-rata of renewal fee*		
Transfer Fee	Per registration	Non-statutory	GST Free	$296.00	$302.00	$6.00	2.03%
Re-inspection Fee	Per inspection	Non-statutory	GST Free	$148.00	$151.00	$3.00	2.03%
Additional Assessment Fee (Section 19H)	Per assessment	Non-statutory	GST Free	$295.00	$301.00	$6.00	2.03%
Class 3 and Not for Profit Class 1 and 2 Food Premises							
Renewals	Per renewal	Non-statutory	GST Free	$296.00	$302.00	$6.00	2.03%
Additional fee for each employee over 10.	Per employee	Non-statutory	GST Free	$15.00	$16.00	$1.00	6.67%

Attachment 1 - Yarra City Council - Proposed Annual Budget - 2020-2021

City of Yarra Proposed 2020/21 - Annual Budget – Adoption in Principle

Fees and Charges Description	Unit of Measure	Statutory Fee	GST Status	2019/20 Adopted Fee	2020/21 Proposed Fee	$ Change	% Change
Seasonal (6 month operation) sporting clubs - Registration is for annual period.	Per registration	Non-statutory	GST Free	New Fee	$151.00	$151.00	100.00%
New Registrations							
Application fee	Per application	Non-statutory	GST Free	$148.00	$151.00	$3.00	2.03%
Registration fee	Per registration	Non-statutory	GST Free	Pro-rata of renewal fee	Pro-rata of renewal fee*		
Transfer Fee	Per transfer	Non-statutory	GST Free	$148.00	$151.00	$3.00	2.03%
Re-inspection Fee	Per inspection	Non-statutory	GST Free	$74.00	$76.00	$2.00	2.70%
Additional Inspection Fee Under 19(H)	Per inspection	Non-statutory	GST Free	$148.00	$151.00	$3.00	2.03%
Not for Profit Class 3 Food Premises							
Renewals	Per renewal	Non-statutory	GST Free	$148.00	$151.00	$3.00	2.03%
Additional fee for each employee over 10.	Per employee	Non-statutory	GST Free	$8.00	$8.00	$0.00	0.00%
Seasonal (6 month operation) sporting clubs - Registration is for annual period.	Per registration	Non-statutory	GST Free	New Fee	$75.00	$75.00	100.00%
New Registrations							
Application fee	Per application	Non-statutory	GST Free	$74.00	$76.00	$2.00	2.70%
Registration fee	Per registration	Non-statutory	GST Free	Pro-rata of renewal fee	Pro-rata of renewal fee*		
Transfer Fee	Per transfer	Non-statutory	GST Free	$74.00	$76.00	$2.00	2.70%
Re-inspection Fee	Per inspection	Non-statutory	GST Free	$74.00	$76.00	$2.00	2.70%
Additional Inspection Fee Under 19(H)	Per inspection	Non-statutory	GST Free	$148.00	$151.00	$3.00	2.03%
TEMPORARY AND MOBILE FOOD PREMISES (registered via "Streatrader") and SHORT TERM REGISTRATIONS OF FOOD PREMISES (on request of proprietor).							
Once-off events (no more than two consecutive days operation) and component/s (per component) attached to a fixed registered (not Class 4) premises.							
Class 1 and 2.	Per Permit	Non-statutory	GST Free	$74.00	$76.00	$2.00	2.70%
Class 3.	Per Permit	Non-statutory	GST Free	$37.00	$38.00	$1.00	2.70%
Not for profit organisations - all classes.	Per Permit	Non-statutory	GST Free	No Charge	No Charge	$0.00	0.00%
Short term registrations (less than 12 months - Note new approval fee does not apply), temporary and mobile food premises that are not "once off" events or components of a fixed registered premises, components of notified (Class 4) premises.							
Registrations for a period of up to 3 months.	Per registration	Non-statutory	GST Free	1/4 annual renewal fee	1/4 annual renewal fee		
Registrations for a period of 3 to 6 months.	Per registration	Non-statutory	GST Free	1/2 annual renewal fee	1/2 annual renewal fee		
Registrations for a period of more than 6 months will be treated as a 12 month registration.	Per registration	Non-statutory	GST Free	Full annual renewal fee	Full annual renewal fee		
Re-inspection Fee (temp and mobile food premises).	Per inspection	Non-statutory	GST Free	$74.00	$76.00	$2.00	2.70%
PRESCRIBED ACCOMMODATION PREMISES							
Commercial							
Renewals	Per renewal						
Premises accommodating not more than 5 persons	Per Person	Non-statutory	GST Free	$296.00	$302.00	$6.00	2.03%
Additional fee for each additional person than can be accommodated in excess of 5	Per Person	Non-statutory	GST Free	$15.00	$16.00	$1.00	6.67%

Attachment 1 - Yarra City Council - Proposed Annual Budget - 2020-2021

City of Yarra Proposed 2020/21 - Annual Budget – Adoption in Principle

Fees and Charges Description	Unit of Measure	Statutory Fee	GST Status	2019/20 Adopted Fee	2020/21 Proposed Fee	$ Change	% Change
New Registrations	Per application	Non-statutory					
Application fee	Per registration	Non-statutory	GST Free	$148.00	$151.00	$3.00	2.03%
Registration fee	Per Transfer	Non-statutory	GST Free	Pro-rata of renewal fee	Pro-rata of renewal fee*		
Transfers	Per Transfer	Non-statutory	GST Free	$148.00	$151.00	$3.00	2.03%
Not For Profit							
Renewals							
Premises accommodating not more than 5 persons	Per renewal	Non-statutory	GST Free	$148.00	$151.00	$3.00	2.03%
Additional fee for each additional person than can be accommodated in excess of 5	Per registration	Non-statutory	GST Free	$8.00	$8.00	$0.00	0.00%
New Registrations							
Application fee	Per application	Non-statutory	GST Free	$74.00	$76.00	$2.00	2.70%
Registration fee	Per registration	Non-statutory	GST Free	Pro-rata of renewal fee	Pro-rata of renewal fee*		
Transfers	Per transfer	Non-statutory	GST Free	$74.00	$76.00	$2.00	2.70%
PREMISES PROVIDING PERSONAL SERVICES (Hairdressers, Beauty Salons, Ear Piercing, Tattooing, Skin Penetration)							
Renewals	Per renewal	Non-statutory	GST Free	$192.00	$196.00	$4.00	2.08%
New Registrations	Per registration	Non-statutory					
Application fee	Per application	Non-statutory	GST Free	$96.00	$98.00	$2.00	2.08%
Registration fee - higher risk services	Per registration	Non-statutory	GST Free	Pro-rata of renewal fee*	Pro-rata of renewal fee*		
Registration fee - lower risk services (note that registration is not subject to renewal)	Per registration	Non-statutory	GST Free	$192.00	$196.00	$4.00	2.08%
Transfer Fee	Per transfer	Non-statutory	GST Free	$96.00	$98.00	$2.00	2.08%
Not For Profit							
If proprietor is a not for profit/charitable organisations above will be discounted by 50%. No current applicant are NFP							
***PRO-RATA OF RENEWAL FEE FOR NEW REGISTRATIONS**							
Pro rata of renewal fee - Registration in Q1 = full renewal fee, Q2 = 3/4 of renewal fee, Q3 = 1/2 renewal fee, Q4 = 1/4 renewal fee							
REFUND OF ANNUAL RENEWAL FEE FOR REGISTERED PREMSIES THAT CLOSE BEFORE THE REGISTRATION EXPIRY DATE							
Business closes Q1 refund 3/4 renewal fee, Q2 refund 1/2 renewal fee, Q3 refund 1/4 renewal fee, Q4 no refund							
OTHER FEES							
Overdue Registration Renewal Fee	Per renewal	Non-statutory	GST Free	$148.00	$151.00	$3.00	2.03%
Waste Water System Approval	Per approval	Non-statutory	GST Free	$296.00	$302.00	$6.00	2.03%
INFORMATION/SERVICE FEES							
Copy of Certificate of Analysis for person from whom sample obtained		Non-statutory	Taxable	No Charge	No Charge	$0.00	0.00%
Copy of Registration Certificate - Only available to current proprietor	Per certificate	Non-statutory	Taxable	$52.00	$54.00	$2.00	3.85%

Attachment 1 - Yarra City Council - Proposed Annual Budget - 2020-2021

City of Yarra Proposed 2020/21 - Annual Budget – Adoption in Principle

Fees and Charges Description	Unit of Measure	Statutory Fee	GST Status	2019/20 Adopted Fee	2020/21 Proposed Fee	$ Change	% Change
Extract of premises register		Non-statutory	GST Free	No Charge	No Charge	$0.00	0.00%
Professional services (EHO) as requested							
Rate per hour	Per Hour	Non-statutory	Taxable	$148.00	$151.00	$3.00	2.03%
RECREATION							
Multi-purpose Sporting Facilities - Casual Fees							
Victoria Park							
Commercial per hour	Per Hour	Non-statutory	Taxable	$282.95	$288.60	$5.65	2.00%
Concession 1 per hour	Per Hour	Non-statutory	Taxable	$83.85	$85.55	$1.70	2.03%
Concession 2 per hour	Per Hour	Non-statutory	Taxable	$38.80	$39.60	$0.80	2.06%
Concession 3 per hour	Per Hour	Non-statutory	Taxable	No Charge	No Charge	$0.00	0.00%
Victoria Park Sherrin Stand Change Rooms							
Commercial	Per Session	Non-statutory	Taxable	$280.90	Fee removed	-$280.90	-100.00%
Concession 1 (per session 3 hr maximum)	Per Session	Non-statutory	Taxable	$88.05	Fee removed	-$88.05	-100.00%
Concession 2 (per session 3 hr maximum)	Per Session	Non-statutory	Taxable	$38.80	Fee removed	-$38.80	-100.00%
Concession 3 (per session 3 hr maximum)	Per Session	Non-statutory	Taxable	No Charge	$0.00	$0.00	0.00%
Commercial fee - per hour	Per Hour	Non-statutory	Taxable	New Fee	$115.45	$115.45	100.00%
Concession 1 - per hour	Per Hour	Non-statutory	Taxable	New Fee	$34.15	$34.15	100.00%
Concession 2 - per hour	Per Hour	Non-statutory	Taxable	New Fee	$27.40	$27.40	100.00%
Concession 3 - per hour	Per Hour	Non-statutory	Taxable	New Fee	20.85	20.85	100.00%
Casual Sports Ground A Hire - Bastow Reserve 1, Fletcher Reserve 1, Yambla Reserve, Ramsden Street Reserve, Fairfield Park Reserve, Burnley Oval, W.T. Peterson, Loughnan Oval, Citizens Park Oval, Alphington Park Oval							
Commercial - per 3 hour session (pro-rata hour fee available)	Per Session	Non-statutory	Taxable	$340.60	Fee removed	-$340.60	-100.00%
Concession 1 - per 3 hour session (pro-rata hour fee available)	Per Session	Non-statutory	Taxable	$83.85	Fee removed	-$83.85	-100.00%
Concession 2 - per 3 hour session (pro-rata hour fee available)	Per Session	Non-statutory	Taxable	$30.40	Fee removed	-$30.40	-100.00%
Concession 3 - per 3 hour session (pro-rata hour fee available)	Per Session	Non-statutory	Taxable	No Charge	$0.00	$0.00	0.00%
Commercial fee - per hour	Per Hour	Non-statutory	Taxable	New Fee	$115.80	$115.80	100.00%
Concession 1 per hour	Per Hour	Non-statutory	Taxable	New Fee	$28.50	$28.50	100.00%
Concession 2 per hour	Per Hour	Non-statutory	Taxable	New Fee	$10.35	$10.35	100.00%
Concession 3 per hour	Per Hour	Non-statutory	Taxable	New Fee	No Charge	$0.00	0.00%
Casual Sports Ground B Hire - Bastow Reserve 2, Fletcher Reserve 2, Coulson Reserve, Alfred Crescent Oval, Walker Street, Alain Bain Reserve, Atherton Reserve							
Commercial - per 3 hour session (pro-rata hour fee available)	Per Session	Non-statutory	Taxable	$172.90	Fee removed	-$172.90	-100.00%
Concession 1 - per 3 hour session (pro-rata hour fee available)	Per Session	Non-statutory	Taxable	$48.25	Fee removed	-$48.25	-100.00%
Concession 2 - per 3 hour session (pro-rata hour fee available)	Per Session	Non-statutory	Taxable	$16.25	Fee removed	-$16.25	-100.00%
Concession 3 - per 3 hour session (pro-rata hour fee available)	Per Session	Non-statutory	Taxable	No Charge	$0.00	$0.00	0.00%
Commercial fee - per hour	Per Hour	Non-statutory	Taxable	New Fee	$58.75	$58.75	100.00%
Concession 1 - per hour	Per Hour	Non-statutory	Taxable	New Fee	$16.40	$16.40	100.00%
Concession 2 - per hour	Per Hour	Non-statutory	Taxable	New Fee	$5.50	$5.50	100.00%
Concession 3 - per hour	Per Hour	Non-statutory	Taxable	New Fee	No Charge	$0.00	0.00%

Attachment 1 - Yarra City Council - Proposed Annual Budget - 2020-2021

City of Yarra Proposed 2020/21 - Annual Budget – Adoption in Principle

Fees and Charges Description	Unit of Measure	Statutory Fee	GST Status	2019/20 Adopted Fee	2020/21 Proposed Fee	$ Change	% Change
Casual Pavilion Hire - Alan Bain, Alfred Crescent, Alphington, Burnley, Coulson, Fairfield, Gillon, Graham, Johnson, Ramsden, Ryan's Reserve, Stanton Street Hall							
Commercial fee - per hour	Per Hour	Non-statutory	Taxable	$113.20	$115.50	$2.30	2.03%
Concession 1 - per hour	Per Hour	Non-statutory	Taxable	$33.50	$34.20	$0.70	2.09%
Concession 2 - per hour	Per Hour	Non-statutory	Taxable	$26.85	$27.40	$0.55	2.05%
Concession 3 - per hour	Per Hour	Non-statutory	Taxable	$20.45	$20.90	$0.45	2.20%
Casual Hire - Tennis, Netball, Basketball Court							
Commercial - per hour	Per Hour	Non-statutory	Taxable	$30.05	$30.65	$0.60	2.00%
Concession 1 - per hour	Per Hour	Non-statutory	Taxable	$15.00	$15.30	$0.30	2.00%
Concession 2 - per hour	Per Hour	Non-statutory	Taxable	$6.00	$6.15	$0.15	2.50%
Concession 3 - per hour	Per Hour	Non-statutory	Taxable	No charge	No charge	$0.00	0.00%
Note: Concession 1 = Non Yarra Based -Not For Profit Community Organisations & Yarra Based Private Schools							
Concession 2 = Registered Not for profit Yarra Community Groups and sporting clubs							
Concession 3 = Yarra based State and Catholic primary schools							
Note: Tennis Court hire is for half hour blocks							
Pavilions - Seasonal Fee Per Team							
Category A: Graham, Johnson, Coulson, Ramsden, Fairfield, Burnley, Alfred Cres, Fitzroy Grandstand, Gillon							
Senior Team	Per Team	Non-statutory	Taxable	$446.50	$455.45	$8.95	2.00%
Junior Team	Per Team	Non-statutory	Taxable	$330.15	$336.75	$6.60	2.00%
Category B: Yambla, Citizens, Alan Bain, Alphington, George Knott							
Senior Team	Per Team	Non-statutory	Taxable	$224.25	$228.75	$4.50	2.01%
Junior Team	Per Team	Non-statutory	Taxable	$165.60	$169.00	$3.40	2.05%
Sportsgrounds - Seasonal Fee Per Team							
Turf Cricket: Loughnan, Citizens (Summer Turf Wicket)							
Senior Team	Per Team	Non-statutory	Taxable	$3,395.70	$3,463.60	$67.90	2.00%
Cricket Synthetic							
Senior Team	Per Team	Non-statutory	Taxable	$1,362.50	$1,389.75	$27.25	2.00%
Junior Team	Per Team	Non-statutory	Taxable	$362.65	$369.90	$7.25	2.00%
Football							
Senior Team	Per Team	Non-statutory	Taxable	$1,148.65	$1,171.60	$22.95	2.00%
Junior Team	Per Team	Non-statutory	Taxable	$624.65	$637.15	$12.50	2.00%
Soccer							
Senior Professional Team SeniorNPL/ FV Senior State League 1 (fenced facility)	Per Team	Non-statutory	Taxable	$4,496.15	$4,586.05	$89.90	2.00%
Senior Team FV NPL & State 1 Reserves, State League 2, and below/ VicSoccer	Per Team	Non-statutory	Taxable	$802.85	$818.90	$16.05	2.00%
Junior Team	Per Team	Non-statutory	Taxable	$312.30	$318.55	$6.25	2.00%
Registered Yarra Sports Clubs out of season hire							
Pre & Post Season Training (per hour)	Per Hour	Non-statutory	Taxable	$25.00	$25.50	$0.50	2.00%
Practice Game		Non-statutory	Taxable	$90.20	$92.00	$1.80	2.00%

Attachment 1 - Yarra City Council - Proposed Annual Budget - 2020-2021

City of Yarra Proposed 2020/21 - Annual Budget – Adoption in Principle

Fees and Charges Description	Unit of Measure	Statutory Fee	GST Status	2019/20 Adopted Fee	2020/21 Proposed Fee	$ Change	% Change
Single use of Bastow 1 charging fee for entry - per hour	Per Hour	Non-statutory	Taxable	New Fee	$115.80	$115.80	100.00%
Permit to hire Park for Commercial Fitness Trainers							
Annual Licence Fee	Per Year	Non-statutory	GST Free	$310.20	$316.40	$6.20	2.00%
CONSTRUCTION MANAGEMENT SUPPORT UNIT							
Counter Fast Track Assessment Fee	Per Assessment	Non-statutory	GST Free	$120.00	$130.00	$10.00	8.33%
Permit Inspections - New Fee							
Inspection - per inspection Private single dwelling and local shop traders.	Per Inspection	Non-statutory	Taxable	$151.55	$154.60	$3.05	2.01%
Inspection - per inspection Commercial – includes house modules.	Per Inspection	Non-statutory	Taxable	$269.90	$275.30	$5.40	2.00%
Inspection - per inspection Out of hours - Minimum	Per Inspection	Non-statutory	Taxable	$460.35	$469.55	$9.20	2.00%
Out of Hours Permit	Per Permit	Non-statutory	Taxable	$180.20	$200.00	$19.80	10.99%
Asset Protection Permit							
Permit - Works up to $10k	Per Permit			no fee	no fee		
Permit - Works between $10,001 and $500K Application Fee	Per Permit	Non-statutory	Taxable	$247.00	$251.95	$4.95	2.00%
Permit - Works more than $501K Application Fee	Per Permit	Non-statutory	Taxable	$743.30	$758.15	$14.85	2.00%
*Additional drainage inspection charges may apply							
Vehicle Crossing Permit							
Permit - Private Single Dwelling Vehicle Crossing	Per Permit	Non-statutory	GST Free	$460.35	$469.55	$9.20	2.00%
Permit - Commercial/Industrial Vehicle Crossing	Per Permit	Non-statutory	GST Free	$680.10	$693.70	$13.60	2.00%
Profile Design Service	Per Permit	Non-statutory	Taxable	$360.55	$367.75	$7.20	2.00%
Road / Footpath Occupation Permit							
Permit - work area / public protection occupation	Per Permit	Non-statutory	GST Free	$83.15	$84.85	$1.70	2.04%
Occupancy Fee - per sq. metre per week Private single dwelling and local shop trader	Per Square Metre	Non-statutory	Taxable	$5.00	$5.10	$0.10	2.00%
Occupancy Fee - per sq. metre per week Commercial License/ Occupancy	Per Square Metre	Non-statutory	Taxable	$9.15	$9.35	$0.20	2.19%
Permit - Plant and Equipment - per day Private single dwelling and local shop traders.	Per Day	Non-statutory	GST Free	$159.40	$162.60	$3.20	2.01%
Permit - Plant and Equipment - per day Commercial No road closure	Per Day	Non-statutory	Taxable	$269.90	$275.30	$5.40	2.00%
Plant and Equipment Permit - Commercial – Local road Full road closure	Per Day	Non-statutory	Taxable	$410.00	$418.20	$8.20	2.00%
Skip Bin Permit							
Permit - Skip placement - per day unmetered	Per Day	Non-statutory	GST Free	$23.55	$24.05	$0.50	2.12%
Permit - Skip placement - per day metered	Per Day	Non-statutory	GST Free	$63.90	$65.20	$1.30	2.03%

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Fees and Charges Description	Unit of Measure	Statutory Fee	GST Status	2019/20 Adopted Fee	2020/21 Proposed Fee	$ Change	% Change
Permit - Container placement - per day	Per Day	Non-statutory	GST Free	$137.00	$139.75	$2.75	2.01%
Filming & Commercial Still Photography Permit							
Application fee - Commercial Profit Making (non refundable)	Per Permit	Non-statutory	Taxable	$102.50	$104.55	$2.05	2.00%
Commercial Profit Making-Film/Ad Producers-Major impact: Permit	Per Permit	Non-statutory	Taxable	$1,250.75	$1,275.75	$25.00	2.00%
Filming (incl ads/still photography) inspection (Mon to Fri)	Per Inspection	Non-statutory	Taxable	$120.15	$122.55	$2.40	2.00%
Filming inspection (incl ads/still photography) - per inspection Out of hours	Per Inspection	Non-statutory	Taxable	$460.75	$469.95	$9.20	2.00%
Permit - Commercial Profit Making - Minor impact/ small budget productions (incl films & ads)	Per Permit	Non-statutory	Taxable	$418.70	$427.10	$8.40	2.01%
Permit - Student Filming (including still photography)	Per Permit	Non-statutory	GST Free	No Charge	No Charge	$0.00	0.00%
Permit - Non Profit Making Filming (including still photography)	Per Permit	Non-statutory	GST Free	No Charge	No Charge	$0.00	0.00%
Road / Footpath Openings							
Consent (RMA 2004) *^							
Consent fee - minimum*	Per Consent	Statutory	GST Free	Adopt Statutory fee	Adopt Statutory fee	$0.00	0.00%
Inspection - per inspection	Per Inspection	Non-statutory	Taxable	$151.55	$154.60	$3.05	2.01%
Inspection - per inspection Out of hours - Minimum	Per Inspection	Non-statutory	Taxable	$460.35	$469.55	$9.20	2.00%
Drainage Cleaning and Inspection							
Admin Fee (Organising CCTV inspection or drain cleaning for one occurrence)	Per Inspection	Non-statutory	Taxable	New Fee	$154.60	$154.60	100.00%
CCTV inspection (per hour) (Traffic management not included). Minimum charge $800	Per Hour	Non-statutory	Taxable	New Fee	$225.89	$225.89	100.00%
Drain/Pit Cleaning - Jet/Eductor Cleaning (per hour) (Traffic management and tipping fees not included). Minimum charge $800	Per Hour	Non-statutory	Taxable	New Fee	$239.07	$239.07	100.00%
Road reinstatement (See notes)							
Road - deep lift asphalt/concrete/bluestone (per square metre) (minimum charge $800)	Per Square Metre	Non-statutory	GST Free	$314.40	$320.70	$6.30	2.00%
Road - asphalt/concrete <100mm (per square metre) (minimum charge $500)	Per Square Metre	Non-statutory	GST Free	$209.60	$213.80	$4.20	2.00%
Footpath - residential - asphalt (as per YSD33 RAF) less than 60mm (per square metre) (minimum charge $500)	Per Square Metre	Non-statutory	GST Free	$188.65	$192.45	$3.80	2.01%
Footpath - industrial - asphalt / concrete (as per YSD33 IAF & CF) greater than 60mm & less than equal to 100mm (per square metre) (minimum charge $800)	Per Square Metre	Non-statutory	GST Free	$262.05	$267.30	$5.25	2.00%
Footpath - industrial - concrete with asphalt surface (as per YSD33 ICAF) <=170mm (per square metre) (minimum charge $800)	Per Square Metre	Non-statutory	GST Free	$293.45	$299.35	$5.90	2.01%
Traffic Management	Per Square Metre	Non-statutory	GST Free	$524.05	$534.55	$10.50	2.00%
Parking sensor removal/reinstatement (up to 10)		Non-statutory	Taxable	$1,048.06	Fee removed	-$1,048.06	-100.00%
Additional sensors greater than 10		Non-statutory	Taxable	$102.25	Fee removed	-$102.25	-100.00%
Parking sensor removal/reinstatement (per sensor)	Per Sensor	Non-statutory	Taxable	New Fee	$105.00	$105.00	100.00%
Urgent removal/reinstatement (per sensor)	Per Sensor	Non-statutory	Taxable	New Fee	$148.50	$148.50	100.00%

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City of Yarra Proposed 2020/21 - Annual Budget – Adoption in Principle

Fees and Charges Description	Unit of Measure	Statutory Fee	GST Status	2019/20 Adopted Fee	2020/21 Proposed Fee	$ Change	% Change
Notes:							
** Areas greater than 40m² or greater than 30 lineal metres Council may consider a reduced charge*							
**^ In accordance with the Road Management Act 2004*							
CHILD CARE							
Late Fee- Children's Services							
Late Fee for Vac Care, ASC, LDC, Kinder.	initial 10mins	Non-statutory	GST Free	$26.20	$26.80	$0.60	2.29%
	Per Minute	Non-statutory	GST Free	1.33	1.33	0	0.00%
Outside School Hours Care							
After School Care Fee - Regular - July - December	Per 3 hour session	Non-statutory	GST Free	$17.85	$18.85	$1.00	5.60%
After School Care Fee - Regular	Per 3 hour session	Non-statutory	GST Free	$18.85	$19.30	$0.45	2.39%
After School Care Fee - Casual July - December	Per 3 hour session	Non-statutory	GST Free	$20.95	$21.45	$0.50	2.39%
After School Care Fee - Casual	Per 3 hour session	Non-statutory	GST Free	$21.45	$22.00	$0.55	2.56%
After School Care Fee - Curriculum Day July - December	Per 10 hr session	Non-statutory	GST Free	$49.25	$50.55	$1.30	2.64%
After School Care Fee - Curriculum Day	Per 10 hr session	Non-statutory	GST Free	$50.55	$51.60	$1.05	2.08%
After School Care Fee - Curriculum Half Day July - December	Per 5 hr session	Non-statutory	GST Free	$28.30	$29.00	$0.70	2.47%
After School Care Fee - Curriculum Half Day	Per 5 hr session	Non-statutory	GST Free	$29.00	$32.00	$3.00	10.34%
After School Care Fee - End of Term July - December	Per 4 hr session	Non-statutory	GST Free	$24.10	$24.75	$0.65	2.70%
After School Care Fee - End of Term	Per 4 hr session	Non-statutory	GST Free	$24.75	$25.75	$1.00	4.04%
After School Care Fee - End of Year July - December	Per 4.5 hr session	Non-statutory	GST Free	$27.25	$28.00	$0.75	2.75%
After School Care Fee - End of Year	Per 4.5 hr session	Non-statutory	GST Free	$28.00	$28.95	$0.95	3.39%
Vacation Care Fee - All Day July - December	Per 10 hr session	Non-statutory	GST Free	$54.50	$56.05	$1.55	2.84%
Vacation Care Fee - All Day	Per 10 hr session	Non-statutory	GST Free	$56.05	$59.00	$2.95	5.26%
Vacation Care Fee - Late booking	Per day booking	Non-statutory	GST Free	New Fee	$10 per day	$10.00	100.00%
Vacation Care Excursion Fee - All Day July - December	Per 10 hr session	Non-statutory	GST Free	$65.50	$69.20	$3.70	5.65%
Vacation Care Excursion Fee - All Day	Per 10 hr session	Non-statutory	GST Free	$69.20	$73.50	$4.30	6.21%
Vacation Care Excursion Fee - Late Booking	Per day booking	Non-statutory	GST Free	New Fee	$10 per day	$10.00	100.00%
Long Day Care							
Daily Fee July - December	Per 10.5 hr session	Non-statutory	GST Free	$118.95	$122.10	$3.15	2.65%
Daily Fee	Per 10.5 hr session	Non-statutory	GST Free	$122.10	$124.60	$2.50	2.05%
Casual Care - Full Day Fee July - December	Per 10.5 hr session	Non-statutory	GST Free	New Fee	$122.10	$122.10	100.00%
Casual Care - Full Day Fee	Per 10.5 hr session	Non-statutory	GST Free	New Fee	$124.60	$124.60	100.00%
Casual Care - 5 Hour Fee July - December	Per 5 hr session	Non-statutory	GST Free	New Fee	$58.15	$58.15	100.00%
Casual Care - 5 Hour Fee	Per 5 hr session	Non-statutory	GST Free	New Fee	$59.35	$59.35	100.00%
Casual Care - 2.5 Hour Fee	Per 2.5 hr session	Non-statutory	GST Free	New Fee	$29.10	$29.10	100.00%
Sold Half Day Absent Booking Fee - July - December	Per 5.5 hr session	Non-statutory	GST Free	New Fee	$63.95	$63.95	100.00%
Sold Half Day Absent Booking Fee	Per 5.5 hr session	Non-statutory	GST Free	New Fee	$65.25	$65.25	100.00%
Pre School 3 Year Olds							
1 Session per Term	Per Term	Non-statutory	GST Free	$261.50	Fee removed	-$261.50	-100.00%

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Fees and Charges Description	Unit of Measure	Statutory Fee	GST Status	2019/20 Adopted Fee	2020/21 Proposed Fee	$ Change	% Change
1 Session per Term	Per Term	Non-statutory	GST Free	$413.15	Fee removed	-$413.15	-100.00%
Term Fee - July to December	Per Term	Non-statutory	GST Free	$413.15	$422.00	$8.85	2.14%
Term Fee - January to June	Per Term	Non-statutory	GST Free	$422.00	$430.45	$8.45	2.00%
Term Fee Concession - July to December	Per Term	Non-statutory	GST Free	$261.50	$197.20	-$64.30	-24.59%
Term Fee Concession - January to June	Per Term	Non-statutory	GST Free	$197.20	$201.15	$3.95	2.00%
3 Yr Kinder Holiday Program Fee	Per 10.5 hr session	Non-statutory	GST Free	New Fee	$124.60	$124.60	100.00%
Health Care Card Holders							
Health Care 1 session per term	Per Term	Non-statutory	GST Free	$193.35	Fee removed	-$193.35	-100.00%
Kindergarten 4 Yr Old							
July to December	Per Term	Non-statutory	GST Free	New Fee	399.85	399.85	0.00%
January to June	Per Term	Non-statutory	GST Free	$399.85	$407.85	$8.00	2.00%
Term Fee Concession	Per Term	Non-statutory	GST Free	New Fee	$0.00	$0.00	0.00%
3 Yr Kinder Holiday Program Fee	Per 10.5 hr session	Non-statutory	GST Free	New Fee	$124.60	$124.60	100.00%
Occasional child care							
OCC Casual	Per 1.5 hr session	Non-statutory	GST Free	$11.55	Fee removed	-$11.55	-100.00%
OCC Member	Per 1.5 hr session	Non-statutory	GST Free	$7.35	Fee removed	-$7.35	-100.00%
Concession	Per 1.5 hr session	Non-statutory	GST Free	$4.40	Fee removed	-$4.40	-100.00%
10 OCC sessions	Per 1.5 hr session	Non-statutory	GST Free	$79.65	Fee removed	-$79.65	-100.00%
25 OCC sessions	Per 1.5 hr session	Non-statutory	GST Free	$199.15	Fee removed	-$199.15	-100.00%
Occasional Care Connie Benn	Per 4hr Session	Non-statutory	GST Free	$29.35	Fee removed	-$29.35	-100.00%
Occasional Care Connie Benn Concession	Per 4hr Session	Non-statutory	GST Free	$10.45	Fee removed	-$10.45	-100.00%
Occ Care 4 Hr Session	Per 4hr Session	Non-statutory	GST Free	$29.35	$30.00	$0.65	2.21%
Occ Care 4 Hr Session Concession	Per 4hr Session	Non-statutory	GST Free	$10.45	$10.70	$0.25	2.39%
Occ Care 3 Hr Session	Per 3hr Session	Non-statutory	GST Free	New Fee	$22.50	$22.50	100.00%
Occ Care 3 Hr Session Concession	Per 3hr Session	Non-statutory	GST Free	New Fee	$9.00	$9.00	100.00%
Occ Care 2 Hr Session	Per 2hr Session	Non-statutory	GST Free	New Fee	$15.00	$15.00	100.00%
AMEP Casual Care 7 Hours	Per 7hr	Non-statutory	GST Free	New Fee	$81.40	$81.40	100.00%
Occ Care 2 Hr Session Concession	Per 2hr Session	Non-statutory	GST Free	New Fee	$5.40	$5.40	100.00%
Youth Services							
Teenage Holiday Programs	Per Day	Non-statutory	Taxable	$20.45	$20.90	$0.45	2.20%
Teenage Holiday Programs - Concession	Per Day	Non-statutory	Taxable	$3.70	$3.80	$0.10	2.70%
Hire of Meeting Rooms - Connie Benn Centre							
Community Meeting Room							
Concessional Rate Half Day	Per Half Day	Non-statutory	Taxable	$32.25	$32.90	$0.65	2.02%
Concessional Rate Full Day	Per Day	Non-statutory	Taxable	$53.70	$54.80	$1.10	2.05%
Commercial Rate Half Day	Per Half Day	Non-statutory	Taxable	$107.40	$109.55	$2.15	2.00%
Commercial Rate Full Day	Per Day	Non-statutory	Taxable	$193.35	$197.25	$3.90	2.02%
Community Kitchen							
Concessional Rate Half Day	Per Half Day	Non-statutory	Taxable	$42.95	$43.85	$0.90	2.10%

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Fees and Charges Description	Unit of Measure	Statutory Fee	GST Status	2019/20 Adopted Fee	2020/21 Proposed Fee	$ Change	% Change
Concessional Rate Full Day	Per Day	Non-statutory	Taxable	$75.20	$76.75	$1.55	2.06%
Commercial Rate Half Day	Per Half Day	Non-statutory	Taxable	$107.40	$109.55	$2.15	2.00%
Commercial Rate Full Day	Per Day	Non-statutory	Taxable	$193.35	$197.25	$3.90	2.02%
Training Room							
Concessional Rate Half Day	Per Half Day	Non-statutory	Taxable	$53.70	$54.80	$1.10	2.05%
Concessional Rate Full Day	Per Day	Non-statutory	Taxable	$107.40	$109.55	$2.15	2.00%
Commercial Rate Half Day	Per Half Day	Non-statutory	Taxable	$107.40	$109.55	$2.15	2.00%
Commercial Rate Full Day	Per Day	Non-statutory	Taxable	$193.35	$197.25	$3.90	2.02%
Consultation Room							
Concessional Rate per hour	Per Hour	Non-statutory	Taxable	$32.25	$32.90	$0.65	2.02%
Concessional Rate Full Day	Per Day	Non-statutory	Taxable	$85.95	$87.70	$1.75	2.04%
Commercial Rate per hour	Per Hour	Non-statutory	Taxable	$42.95	$43.85	$0.90	2.10%
Commercial Rate Full Day	Per Day	Non-statutory	Taxable	$161.15	$164.40	$3.25	2.02%
Playgroup Room 2							
Concessional Rate per 2 hour session	Per 2hr Session	Non-statutory	Taxable	$42.95	$43.85	$0.90	2.10%
Commercial Rate per hour	Per Hour	Non-statutory	Taxable	$32.25	$32.90	$0.65	2.02%
Commercial Rate Full Day	Per Day	Non-statutory	Taxable	$161.15	$164.40	$3.25	2.02%
Front Room							
Concessional Rate Half Day	Per Half Day	Non-statutory	Taxable	$21.45	$21.90	$0.45	2.10%
Concessional Rate Full Day	Per Day	Non-statutory	Taxable	$53.70	$40.80	-$12.90	-24.02%
Commercial Rate Half Day	Per Half Day	Non-statutory	Taxable	$32.25	$65.75	$33.50	103.88%
Commercial Rate Full Day	Per Day	Non-statutory	Taxable	$107.40	$109.55	$2.15	2.00%
Foyer Room (evening and weekend hire only)							
Concessional Rate Half Day	Per Half Day	Non-statutory	Taxable	$64.45	$65.75	$1.30	2.02%
Concessional Rate Full Day	Per Day	Non-statutory	Taxable	$107.40	$109.55	$2.15	2.00%
Commercial Rate Half Day	Per Half Day	Non-statutory	Taxable	$85.95	$87.70	$1.75	2.04%
Commercial Rate Full Day	Per Day	Non-statutory	Taxable	$161.15	$164.40	$3.25	2.02%
Groups auspiced by Council business units		Non-statutory	GST Free	No charge	No charge	$0.00	0.00%
MATERNAL & CHILD HEALTH							
Vaccine							
Immunisation - vaccinations	Per vaccine	Non-statutory	GST Free	Fee varies with Vaccine	Fee varies with Vaccine	$0.00	0.00%
Vaccine							
Immunisation - alternative vaccinations	Per vaccine	Non-statutory	GST Free	Fee varies with Vaccine	Fee varies with Vaccine	$0.00	0.00%
Vaccine							
Infant screening program 0 to 4 years	Per appointment (time varies)	Non-statutory	GST Free	No Charge	No Charge	$0.00	0.00%
New/Existing Mothers Screening program (Infants 0 to 4 years)	Per appointment (time varies)	Non-statutory	GST Free	No Charge	No Charge	$0.00	0.00%

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General parenting advice & support	Per appointment (time varies)	Non-statutory	GST Free	No Charge	No Charge	$0.00	0.00%
Assessment & referral service	Per appointment (time varies)	Non-statutory	GST Free	No Charge	No Charge	$0.00	0.00%
Outreach for geographically isolated young mothers	Per appointment (time varies)	Non-statutory	GST Free	No Charge	No Charge	$0.00	0.00%
Outreach for young mothers of Koori/different ethnic backgrounds	Per appointment (time varies)	Non-statutory	GST Free	No Charge	No Charge	$0.00	0.00%
PLANNING/SUBDIVISION							
Amendments to Planning Scheme							
Request to amend planning scheme - a) considering a request to amend a planning scheme; and b) taking action required by Division 1 of Part 3 of the Act; and c) considering any submissions which do not seek a change to the amendment; and d) if applicable, abandoning the amendment	Per application	Statutory	GST Free	$3,050.90	$3,050.90	$0.00	0.00%
Consideration of submissions to Amendment and reference to panel*:							
a) up to and including 10 submissions which seek a change to an amendment and where necessary referring the submissions to a panel;	Per application	Statutory	GST Free	$15,121.00	$15,121.00	$0.00	0.00%
b) 11 to (and including) 20 submissions which seek a change to an amendment and where necessary referring the submissions to a panel	Per application	Statutory	GST Free	$30,121.40	$30,121.40	$0.00	0.00%
c) Submissions that exceed 20 submissions which seek a change to an amendment, and where necessary referring the submissions to a panel	Per application	Statutory	GST Free	$40,386.90	$40,386.90	$0.00	0.00%
Adoption of an Amendment	Per application	Statutory	GST Free	$481.30	$481.30	$0.00	0.00%
Approval of an Amendment	Per application	Statutory	GST Free	$481.30	$481.30	$0.00	0.00%
Amendments under 20A	Per application	Statutory	GST Free	$962.70	$962.70	$0.00	0.00%
Amendments under 20(4)	Per application	Statutory	GST Free	$3,998.70	$3,998.70	$0.00	0.00%
Under section 96A(4)(a) of the Act: The sum of the highest of the fees which would have applied if separate applications were made and 50% of each of the other fees which would have applied if separate applications	Per application	Statutory					
For an agreement to a proposal to amend or end an agreement under section 173 of the Act	Per application	Statutory	GST Free	$620.30	$620.30	$0.00	0.00%
For the first 12 months from commencement of the regulations (13 October 2016), the fees for planning scheme amendments will be charged at 50% of the fees set out in regulations	Per application	Statutory					
Applications for permits Reg 9 Type of Permit Application							
Class 1 Use only/reduction of car parking/loading bay requirements/liquor licence	Per application	Statutory	GST Free	$1,318.10	$1,318.10	$0.00	0.00%
Reg 9 SINGLE DWELLINGS To develop land for a single dwelling per lot or use and develop land for a single dwelling per lot and undertake development ancillary to the use of land for a single dwelling per lot included in the application (other than a class 7 or 8 permit or a permit to subdivide or consolidate land) if the cost of development is:							
Class 2< $10,000	Per application	Statutory	GST Free	$199.90	$199.90	$0.00	0.00%
Class 3 >$10,001 - $100,000	Per application	Statutory	GST Free	$629.40	$629.40	$0.00	0.00%
Class 4 >$100,001 - $500,00	Per application	Statutory	GST Free	$1,288.50	$1,288.50	$0.00	0.00%
Class 5 >$500,001 - $1,000,000	Per application	Statutory	GST Free	$1,392.10	$1,392.10	$0.00	0.00%

Attachment 1 - Yarra City Council - Proposed Annual Budget - 2020-2021

Fees and Charges Description	Unit of Measure	Statutory Fee	GST Status	2019/20 Adopted Fee	2020/21 Proposed Fee	$ Change	% Change
Class 6> $1,000,001 - $2,000,000	Per application	Statutory	GST Free	$1,495.80	$1,495.80	$0.00	0.00%
Reg 9 VICSMART Applications							
Class 7 < $10,000	Per application	Statutory	GST Free	$199.90	$199.90	$0.00	0.00%
Class 8 >$10,000	Per application	Statutory	GST Free	$429.50	$429.50	$0.00	0.00%
Class 9 VICSMART application to subdivide or consolidate land	Per application	Statutory	GST Free	$199.90	$199.90	$0.00	0.00%
Class 10 VICSMART A permit that is a VicSmart Application (other than a Class 7, 8 or 9)	Per application	Statutory	GST Free	$199.90	$199.90	$0.00	0.00%
Reg 9 Other Development							
Class 11 < $100,000	Per application	Statutory	GST Free	$1,147.80	$1,147.80	$0.00	0.00%
Class 12 >$100,001 - $1,000,000	Per application	Statutory	GST Free	$1,547.70	$1,547.70	$0.00	0.00%
Class 13 > $1,000,001 - $5,000,000	Per application	Statutory	GST Free	$3,413.70	$3,413.70	$0.00	0.00%
Class 14 > $5,000,001 - $15,000,000	Per application	Statutory	GST Free	$8,700.90	$8,700.90	$0.00	0.00%
Class 15 > $15,000,001 - $50,000,000	Per application	Statutory	GST Free	$25,658.30	$25,658.30	$0.00	0.00%
Class 16 >$50,000,001	Per application	Statutory	GST Free	$57,670.10	$57,670.10	$0.00	0.00%
Reg 9 Subdivision							
Class 17 Subdivide an existing building	Per application	Statutory	GST Free	$1,318.10	$1,318.10	$0.00	0.00%
Class 18 Subdivide land into 2 lots	Per application	Statutory	GST Free	$1,318.10	$1,318.10	$0.00	0.00%
Class 19 To effect a realignment of a common boundary between lots or to consolidate two or more lots	Per application	Statutory	GST Free	$1,318.10	$1,318.10	$0.00	0.00%
Class 20 Subdivide land (per 100 lots created)	Per application	Statutory	GST Free	$1,318.10	$1,318.10	$0.00	0.00%
Class 21 To: a) create, vary a restriction within the meaning or the Subdivision Act 1988, or b) Create or remove a right of way; or c) Create, vary or remove an easement other than a right of way; or d) Vary or remove a condition in the nature of an easement (other than right of way) in a Crown grant	Per application	Statutory	GST Free	$1,318.10	$1,318.10	$0.00	0.00%
Class 22 A permit not otherwise provided for in the regulation	Per application	Statutory	GST Free	$1,318.10	$1,318.10	$0.00	0.00%
Certification							
Reg 6 Certification of a plan of subdivision	Per application	Statutory	GST Free	$174.80	$174.80	$0.00	0.00%
Reg 7 Alteration of a plan under section 10 (2) of the Act (Any instance where Council requires a change to the plan to make it suitable for certification whether it be conditioned on the permit or prior)	Per application	Statutory	GST Free	$111.10	$111.10	$0.00	0.00%
Revised Plans Amend an application for a permit after notice has been given - Reg 12							
Reg 12 a) Under section 57A(3)(a) of the Act the fee to amend an application for a permit after notice is given is 40% of the application fee for that class of permit set out in the Table at regulation 9 c) If an application to amend an application for a permit or amend an application to amend a permit has the effect of changing the class of that permit to a new class, having a higher application fee set out in the Table to regulation 9, the applicant must pay an additional fee being the difference the original class of application and the amended class of permit	Per application	Statutory	GST Free	40% of application fee for that class of application	40% of application fee for that class of application	$0.00	$0.00
Other Applicable Statutory Fees							

Attachment 1 - Yarra City Council - Proposed Annual Budget - 2020-2021

City of Yarra Proposed 2020/21 - Annual Budget – Adoption in Principle

Fees and Charges Description	Unit of Measure	Statutory Fee	GST Status	2019/20 Adopted Fee	2020/21 Proposed Fee	$ Change	% Change
Reg 15 Application for Certificate of Compliance	Per application	Statutory	GST Free	$325.80	$325.80	$0.00	0.00%
Reg 18 Where a planning scheme specifies that a matter must be done to the satisfaction of a responsible authority, Minister, public authority or municipal council Including lodging plans to comply if the first submission to Council was unsatisfactory	Per application	Statutory	GST Free	$325.80	$325.80	$0.00	0.00%
Planning schedule of permit application revision fees under section 57a - Reg 12 Type of Permit Application							
Class 1 Use only/reduction of car parking/loading bay requirements/liquor licence	Per application	Statutory	GST Free	$527.20	$527.20	$0.00	0.00%
Reg 12 SINGLE DWELLINGS To develop land for a single dwelling per lot or use and develop land for a single dwelling per lot and undertake development ancillary to the use of land for a single dwelling per lot included in the application (other than a class 7 or 8 permit or a permit to subdivide or consolidate land) if the cost of development is:							
Class 2. Less than $10,000	Per application	Statutory	GST Free	$80.00	$80.00	$0.00	0.00%
Class 3 - More than $10,000 and not more than $100,000	Per application	Statutory	GST Free	$251.80	$251.80	$0.00	0.00%
Class 4 - More than $100,000 and not more than $500,000	Per application	Statutory	GST Free	$515.40	$515.40	$0.00	0.00%
Class 5 - More than $500,000 and not more than $1,000,000	Per application	Statutory	GST Free	$556.80	$556.80	$0.00	0.00%
Class 6 - More than $1,000,000 and not more than $2,000,000	Per application	Statutory	GST Free	$598.30	$598.30	$0.00	0.00%
Reg 12 OTHER DEVELOPMENT							
To develop land (incl single dwelling per lot) if the estimated cost of development is:							
Class 11. Less than $100,000	Per application	Statutory	GST Free	$459.10	$459.10	$0.00	0.00%
Class 12 - More than $100,000 and not more than $1,000,000	Per application	Statutory	GST Free	$619.10	$619.10	$0.00	0.00%
Class 13 - More than $1,000,000 and not more than $5,000,000	Per application	Statutory	GST Free	$1,365.50	$1,365.50	$0.00	0.00%
Class 14 - More than $5,000,000 and not more than $15,000,000	Per application	Statutory	GST Free	$3,480.40	$3,480.40	$0.00	0.00%
Class 15 - More than $15,000,000 and not more than $50,000,000	Per application	Statutory	GST Free	$10,263.30	$10,263.30	$0.00	0.00%
Class 16 - More than $50,000,000	Per application	Statutory	GST Free	$23,068.00	$23,068.00	$0.00	0.00%
Reg 12 SUBDIVISION							
Class 17 To subdivide an existing building (other than a class 9 permit)	Per application	Statutory	GST Free	$527.20	$527.20	$0.00	0.00%
Class 18 To subdivide land into two lots (other than a class 9 or class 17 permit)	Per application	Statutory	GST Free	$527.20	$527.20	$0.00	0.00%
Class 19 To effect a realignment of a common boundary between lots or to consolidate two or more lots (other than a class 9 permit)	Per application	Statutory	GST Free	$527.20	$527.20	$0.00	0.00%
Class 20 To subdivide land (other than a class 9, class 17, class 18 or class 19 permit)	Per application	Statutory	GST Free	$527.20 per 100 lots created	$514.40 per 100 lots created	$0.00	0.00%
Class 21 To: a) create, vary or remove a restriction within the meaning of the Subdivision Act 1988; or b) create or remove a right of way; or c) create, vary or remove an easement other than a right of way; or d) vary or remove a condition in the nature of an easement (other than right of way) in a Crown grant.	Per application	Statutory	GST Free	$527.20	$527.20	$0.00	0.00%
Class 22 A permit not otherwise provided for in the regulation	Per application	Statutory	GST Free	$527.20	$527.20	$0.00	0.00%
Reg 11 Permit Amendment Fees							
Class 1 Use only/reduction of car parking/loading bay requirements/liquor licence	Per application	Statutory	GST Free	$1,318.10	$1,318.10	$0.00	0.00%

Attachment 1 - Yarra City Council - Proposed Annual Budget - 2020-2021

City of Yarra Proposed 2020/21 - Annual Budget – Adoption in Principle

Fees and Charges Description	Unit of Measure	Statutory Fee	GST Status	2019/20 Adopted Fee	2020/21 Proposed Fee	$ Change	% Change
Class 2 Application to amend a permit (other than a permit to develop land for a single dwelling per lot, use & develop land for a single dwelling per lot, or to undertake development ancillary to the use of land for a single dwelling per lot) to: To change the statement of what the permit allows or to change any or all of the conditions	Per application	Statutory	GST Free	$1,318.10	$1,318.10	$0.00	0.00%
Reg 11 SINGLE DWELLINGS To develop land for a single dwelling per lot or use and develop land for a single dwelling per lot and undertake development ancillary to the use of land for a single dwelling per lot included in the application (other than a class 7 or 8 permit or a permit to subdivide or consolidate land) if the estimated cost of any additional development is:							
Class 3 Amendment to a Class 2, 3, 4, 5 or 6 permit - Less than $10,000	Per application	Statutory	GST Free	$199.90	$199.90	$0.00	0.00%
Class 4 Amendment to a Class 2, 3, 4, 5 or 6 permit - More than $10,000 and not more than $100,000	Per application	Statutory	GST Free	$629.40	$629.40	$0.00	0.00%
Class 5 Amendment to a Class 2, 3, 4, 5 or 6 permit - More than $100,000 and not more than $500,000	Per application	Statutory	GST Free	$1,288.50	$1,288.50	$0.00	0.00%
Class 6 Amendment to a Class 2, 3, 4, 5 or 6 permit - More than $500,000	Per application	Statutory	GST Free	$1,392.10	$1,392.10	$0.00	0.00%
Reg 11 VICSMART Applications which meet the VicSmart criteria							
Class 7 Amendment to a Class 7 permit - if the estimated cost of any additional development is less than $10,000	Per application	Statutory	GST Free	$199.90	$199.90	$0.00	0.00%
Class 8 Amendment to a Class 8 permit - if the estimated cost of any additional development is more than $10,000	Per application	Statutory	GST Free	$429.50	$429.50	$0.00	0.00%
Class 9 Amendment to a Class 9 permit - Subdivide or consolidate land	Per application	Statutory	GST Free	$199.90	$199.90	$0.00	0.00%
Class 10 Amendment to a Class 10 permit (other than a class 7, class 8 or class 9 permit)	Per application	Statutory	GST Free	$199.90	$199.90	$0.00	0.00%
Reg 11 Other Development							
Amendment to a Class 11, 12, 13, 14, 15 or 16 permit - Less than $100,000	Per application	Statutory	GST Free	$1,147.80	$1,147.80	$0.00	0.00%
Amendment to a Class 11, 12, 13, 14, 15 or 16 permit - More than $100,000 and not more than $1,000,000	Per application	Statutory	GST Free	$1,547.70	$1,547.70	$0.00	0.00%
Amendment to a Class 11, 12, 13, 14, 15 or 16 permit - More than $1,000,000	Per application	Statutory	GST Free	$3,413.70	$3,413.70	$0.00	0.00%
Reg 11 Subdivision							
Class 14 - Class 19 Amendments	Per application	Statutory	GST Free	$1,318.10	$1,318.10	$0.00	0.00%
Reg 8 Recertification							
Reg 8 Recertification of a plan of subdivision	Per application	Statutory	GST Free	$140.70	$140.70	$0.00	0.00%
Reg 12 Revised Plans Amend an application for an amendment to a permit after notice has been given							
a) Under section 57A(3)(a) of the Act the fee to amend an application for a permit after notice is given is 40% of the application fee for that class of permit set out in the Table at regulation 9 c) If an application to amend an application for a permit or amend an application to amend a permit has the effect of changing the class of that permit to a new class, having a higher application fee set out in the Table to regulation 9, the applicant must pay an additional fee being the difference the original class of application and the amended d class of permit	Per application	Statutory	GST Free	40% of application fee for that class of application	40% of application fee for that class of application	$0.00	0.00%
OTHER APPLICABLE STATUTORY FEES							
Reg 16 For an agreement to a proposal to amend or end an agreement under S173 of the Act	Per application	Statutory	GST Free	$659.00	$659.00	$0.00	0.00%

Attachment 1 - Yarra City Council - Proposed Annual Budget - 2020-2021

City of Yarra Proposed 2020/21 - Annual Budget – Adoption in Principle

Fees and Charges Description	Unit of Measure	Statutory Fee	GST Status	2019/20 Adopted Fee	2020/21 Proposed Fee	$ Change	% Change
Reg 18 Where a planning scheme specifies that a matter must be done to the satisfaction of a responsible authority, Minister, public authority or municipal council Including lodging plans to comply if the first submission to Council was unsatisfactory	Per application	Statutory	GST Free	$325.80	$325.80	$0.00	0.00%
Reg 12 Planning schedule of permit amendment revision fees under Section 57A Type of Permit Amendment							
Class 1 Use only/reduction of car parking/loading bay requirements/liquor licence	Per application	Statutory	GST Free	$527.20	$527.20	$0.00	0.00%
Class 2 Application to amend a permit (other than a permit to develop land for a single dwelling per lot, use & develop land for a single dwelling per lot, or to undertake development ancillary to the use of land for a single dwelling per lot) to: To change the statement of what the permit allows or To change any or all of the conditions	Per application	Statutory	GST Free	$527.20	$527.20	$0.00	0.00%
Reg 12 SINGLE DWELLINGS To develop land for a single dwelling per lot or use and develop land for a single dwelling per lot and undertake development ancillary to the use of land for a single dwelling per lot included in the application (other than a class 7 or 8 permit or a permit to subdivide or consolidate land) if the estimated cost of any additional development is:							
Class 3 Amendment to a Class 2, 3, 4, 5 or 6 permit - Less than $10,000	Per application	Statutory	GST Free	$80.00	$80.00	$0.00	0.00%
Class 4 Amendment to a Class 2, 3, 4, 5 or 6 permit - More than $10,000 and not more than $100,000	Per application	Statutory	GST Free	$251.80	$251.80	$0.00	0.00%
Class 5 Amendment to a Class 2, 3, 4, 5 or 6 permit - More than $100,000 and not more than $500,000	Per application	Statutory	GST Free	$515.40	$515.40	$0.00	0.00%
Class 6 Amendment to a Class 2, 3, 4, 5 or 6 permit - More than $500,000	Per application	Statutory	GST Free	$556.80	$556.80	$0.00	0.00%
Reg 12 Other Development							
Class 10 Amendment to a Class 11, 12, 13, 14, 15 or 16 permit - Less than $100,000	Per application	Statutory	GST Free	$459.10	$459.10	$0.00	0.00%
Class 11 Amendment to a Class 11, 12, 13, 14, 15 or 16 permit - More than $100,000 and not more than $1,000,000	Per application	Statutory	GST Free	$619.10	$619.10	$0.00	0.00%
Class 12 Amendment to a Class 11, 12, 13, 14, 15 or 16 permit - More than $1,000,000	Per application	Statutory	GST Free	$1,365.50	$1,365.50	$0.00	0.00%
Reg 12 SUBDIVISION							
Class 14 Amendment to a Class 17 permit - To subdivide an existing building (other than a class 9 permit)	Per application	Statutory	GST Free	$527.20	$527.20	$0.00	0.00%
Class 15 Amendment to a Class 18 permit - To subdivide land into two lots (other than a class 9 or class 17 permit)	Per application	Statutory	GST Free	$527.20	$527.20	$0.00	0.00%
Class 16 Amendment to a Class 19 permit - To effect a realignment of a common boundary between lots or to consolidate two or more lots (other than a class 9 permit)	Per application	Statutory	GST Free	$527.20	$527.20	$0.00	0.00%
Class 17 Amendment to a Class 20 permit - To subdivide land (other than a class 9, class 17, class 18 or class 19 permit)	Per application	Statutory	GST Free	$527.20 per 100 lots created	$527.20 per 100 lots created	$0.00	0.00%
Class 18 Amendment to a Class 21 permit - To: a) create, vary or remove a restriction within the meaning of the Subdivision Act 1988; or b) create or remove a right of way; or c) create, vary or remove an easement other than a right of way; or d) vary or remove a condition in the nature of an easement (other than right of way) in a Crown grant.	Per application	Statutory	GST Free	$527.20	$527.20	$0.00	0.00%
Class 19 Amendment to a Class 22 permit - A permit not otherwise provided for in the regulation	Per application	Statutory	GST Free	$527.20	$527.20	$0.00	0.00%

Attachment 1 - Yarra City Council - Proposed Annual Budget - 2020-2021

City of Yarra Proposed 2020/21 - Annual Budget – Adoption in Principle

Fees and Charges Description	Unit of Measure	Statutory Fee	GST Status	2019/20 Adopted Fee	2020/21 Proposed Fee	$ Change	% Change
Other fees							
Application for certificate of compliance	Per request	Statutory	GST Free	$325.80	$325.80	$0.00	0.00%
Application for a planning certificate	Per request	Statutory	GST Free	$20.90 (hard copy) or $7.00 (Electronic)	$20.90 (hard copy) or $7.00 (Electronic)	$0.00	0.00%
Determination whether anything is to Council's satisfaction	Per request	Statutory	GST Free	$325.80	$325.80	$0.00	0.00%
Request to extend expiry date of a permit:	Per request	Non-statutory	Taxable	$460.00	Fee removed	-$460.00	-100.00%
Vicsmart	Per request	Non-statutory	Taxable	New Fee	$100.00	$100.00	100.00%
Single Dwelling	Per request	Non-statutory	Taxable	New Fee	$480.00	$480.00	100.00%
2 to 0 Dwellings	Per request	Non-statutory	Taxable	New Fee	$750.00	$750.00	100.00%
10 or more Dwellings	Per request	Non-statutory	Taxable	New Fee	$1,000.00	$1,000.00	100.00%
Subdivision	Per request	Non-statutory	Taxable	New Fee	$480.00	$480.00	100.00%
Use only	Per request	Non-statutory	Taxable	New Fee	$480.00	$480.00	100.00%
Other Development less than 5M	Per request	Non-statutory	Taxable	New Fee	$1,250.00	$1,250.00	100.00%
Other Development more than 5M	Per request	Non-statutory	Taxable	New Fee	$2,000.00	$2,000.00	100.00%
Request to amend a permit / plans - Secondary Consent (other than under s.72):	Per request	Non-statutory	Taxable	$550.00	Fee removed	-$550.00	-100.00%
De-scaling a project	Per request	Non-statutory	Taxable	New Fee	$550.00	$550.00	100.00%
If the estimated cost of any additional development to be permitted by the amendment is:	Per request	Non-statutory	Taxable	New Fee	$0.00	$0.00	100.00%
Single Dwelling	Per request	Non-statutory	Taxable	New Fee	$0.00	$0.00	100.00%
Class 2< $10,000	Per request	Non-statutory	Taxable	New Fee	$199.90	$199.90	100.00%
Class 3 >$10,001 - $100,000	Per request	Non-statutory	Taxable	New Fee	$629.40	$629.40	100.00%
Class 4 >$100,001 - $500,00	Per request	Non-statutory	Taxable	New Fee	$1,288.50	$1,288.50	100.00%
Class 5 >$500,001 - $1,000,000	Per request	Non-statutory	Taxable	New Fee	$1,392.10	$1,392.10	100.00%
Class 6> $1,000,001 - $2,000,000	Per request	Non-statutory	Taxable	New Fee	$1,495.10	$1,495.10	100.00%
VicSmart	Per request	Non-statutory	Taxable	New Fee	$0.00	$0.00	100.00%
Class 7 < $10,000	Per request	Non-statutory	Taxable	New Fee	$199.90	$199.90	100.00%
Class 8 >$10,000	Per request	Non-statutory	Taxable	New Fee	$429.50	$429.50	100.00%
Class 9 VICSMART application to subdivide or consolidate land	Per request	Non-statutory	Taxable	New Fee	$199.90	$199.90	100.00%
Class 10 VICSMART A permit that is a VicSmart Application (other than a Class 7, 8 or 9)	Per request	Non-statutory	Taxable	New Fee	$199.90	$199.90	100.00%
Other Development	Per request	Non-statutory	Taxable	New Fee	$0.00	$0.00	100.00%
$100,000 or less	Per request	Non-statutory	Taxable	New Fee	$1,147.80	$1,147.80	100.00%
More than $100,001 and not more than $1,000,000	Per request	Non-statutory	Taxable	New Fee	$1,547.60	$1,547.60	100.00%
$1,000,001 and above	Per request	Non-statutory	Taxable	New Fee	$3,413.70	$3,413.70	100.00%
Subdivision	Per request	Non-statutory	Taxable	New Fee	$1,318.10	$1,318.10	100.00%
Property enquiry	Per request	Non-statutory	Taxable	$270.00	$300.00	$30.00	11.11%
Advertising Letters and Notices (5 or more notices)	Per requirement	Non-statutory	Taxable	$6.00	$6.15	$0.15	2.50%
On site notices	Per requirement	Non-statutory	Taxable	$70.00	$72.00	$2.00	2.86%

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City of Yarra Proposed 2020/21 - Annual Budget – Adoption in Principle

Fees and Charges Description	Unit of Measure	Statutory Fee	GST Status	2019/20 Adopted Fee	2020/21 Proposed Fee	$ Change	% Change
Notice in a Newspaper	Per requirement	Non-statutory	Taxable	$1,217.45	$1,241.80	$24.35	2.00%
Plans to comply with Condition 1 of the permit. Second and subsequent assessments.	Per request	Non-statutory	Taxable	$200.00	$325.80	$125.80	62.90%
Public Photocopier (per copy)	On demand	Non-statutory	GST Free	Standard Fee	Standard Fee		
Plan photocopying (larger than A3)	On demand	Non-statutory	Taxable	Standard Fee	Standard Fee		
Planning Scheme Amendment							
Advertising Letters and Notices	On demand	Non-statutory	Taxable	New Fee	$5.60	$5.60	100.00%
BUILDING CONTROL/REGULATION							
Lodgement Fees (building work permit)							
Value $5,000 and greater	Per application	Statutory	GST Free	Adopt Statutory fee	Adopt Statutory fee		
Building permit levy for a Building greater than $10,000 (statutory fee) - Residential Only	Per application	Statutory	GST Free	cost x 0.00128	cost x 0.00128		
Certificate S327 (incl. Flood Certificate)	Per application	Statutory	GST Free	Adopt Statutory fee	Adopt Statutory fee		
Property information request (incl Solicitor 's request fee) (statutory Fee) (incl inspections owner/builder projects)	Per application	Statutory	GST Free	Adopt Statutory fee	Adopt Statutory fee		
BUILDING PERMIT FEES							
Class 1 & 10							
Demolish - detached dwelling	Per application	Non-statutory	Taxable	$717.50	$731.85	$14.35	2.00%
Demolish - attached dwelling	Per application	Non-statutory	Taxable	$820.00	$836.40	$16.40	2.00%
Demolish - commercial building	Per application	Non-statutory	Taxable	$900 min $500	$900 min $500	$0.00	0.00%
Swimming Pools	Per application	Non-statutory	Taxable	$717.50	$731.85	$14.35	2.00%
Fences (Class 10 Structure)	Per application	Non-statutory	Taxable	$512.50	$522.75	$10.25	2.00%
Carports, Garages, Shed etc. (Class 10 Structure)	Per application	Non-statutory	Taxable	$717.50	$731.85	$14.35	2.00%
Alterations & Additions - Up to $10,000	Per application	Non-statutory	Taxable	$717.50	$731.85	$14.35	2.00%
Alterations & Additions - $10,001 - $20,000	Per application	Non-statutory	Taxable	$922.50	$940.95	$18.45	2.00%
Alterations & Additions - $20,001 - $100,000	Per application	Non-statutory	Taxable	$1,230.00	$1,254.60	$24.60	2.00%
Alterations & Additions - $100,001- $300,000	Per application	Non-statutory	Taxable	$1,537.50	$1,568.25	$30.75	2.00%
Alterations & Additions - $300,001-$400,000	Per application	Non-statutory	Taxable	$2,050.00	$2,091.00	$41.00	2.00%
New dwellings : single	Per application	Non-statutory	Taxable	$1,845.00	$1,881.90	$36.90	2.00%
New dwellings : 2 attached	Per application	Non-statutory	Taxable	$2,050.00	$2,091.00	$41.00	2.00%
New Multiple Class 1 developments (Quotation)	Per application	Non-statutory	Taxable	$1,800	$1,800	$0.00	0.00%
Class 2, 3, 4, 5, 6, 7, 8 and 9							
Miscellaneous commercial work e.g. remove hydrant hose	Per application	Non-statutory	Taxable	$512.50	$522.75	$10.25	2.00%
Up to $30,000	Per application	Non-statutory	Taxable	$820.00	$836.40	$16.40	2.00%
$30,001 - $100,000	Per application	Non-statutory	Taxable	$1,537.50	$1,568.25	$30.75	2.00%
$100,001 - $300,000	Per application	Non-statutory	Taxable	$2,050.00	$2,091.00	$41.00	2.00%
$300,001 - $500,000	Per application	Non-statutory	Taxable	$3,075.00	$3,136.50	$61.50	2.00%
Class 2 (Residential fit outs)	Per application	Non-statutory	Taxable	$1,025.00	$1,045.50	$20.50	2.00%
Over $500,000 (quotation based on consulting building surveyors schedule)	Per application	Non-statutory	Taxable	Quotation + 10%	Quotation + 10%	$0.00	0.00%

Attachment 1 - Yarra City Council - Proposed Annual Budget - 2020-2021

City of Yarra Proposed 2020/21 - Annual Budget – Adoption in Principle

Fees and Charges Description	Unit of Measure	Statutory Fee	GST Status	2019/20 Adopted Fee	2020/21 Proposed Fee	$ Change	% Change
Extension of permit/application 3 /6/ 12 months	Per application	Non-statutory	Taxable	$410/$512/$615	$418/$522/$627		2.00%
Miscellaneous							
Building Record search Class 1 & 10	Per application	Non-statutory	GST Free	$100.00	$150.00	$50.00	50.00%
Building Record search Class 2 - 9	Per application	Non-statutory	GST Free	$168.40	$400.00	$231.60	137.53%
Consent & Report applications (other than demolition)	Per application	Statutory	GST Free	Adopt Statutory fee	Adopt Statutory fee		
Report and consent advertising	Per application	Statutory	Taxable	$101.20	$101.20	$0.00	0.00%
Consulting charge out rate p/hr i.e. dilapidation surveys	Per application	Non-statutory	Taxable	$208.80	$213.00	$4.20	2.01%
Variation to Building Permit (change of details)	Per application	Non-statutory	Taxable	$307.50	$313.65	$6.15	2.00%
Variation to Building Permit (amended documentation)	Per application	Non-statutory	Taxable	$512 min	$522 min	$10.00	2.00%
Additional Occupancy Permits	Per application	Non-statutory	Taxable	$154.00	$157.10	$3.10	2.01%
Siting Approval Public Entertainment Fast Track Assessment Fee (<10 business days notice)	Per application Per application	Non-statutory	Taxable	$110.00	$500.00	$390.00	354.55%
Siting Approval Public Entertainment – 1 Structure	Per application	Non-statutory	Taxable	$410.00	$418.20	$8.20	2.00%
Siting Approval Public Entertainment – 2-5 Structures	Per application	Non-statutory	Taxable	$512.50	$1,000.00	$487.50	95.12%
Siting Approval Public Entertainment – 6-9 Structures	Per application	Non-statutory	Taxable	$615.00	$1,500.00	$885.00	143.90%
Siting Approval Public Entertainment – 10+ Structures	Per application	Non-statutory	Taxable	$717.50	$2,500.00	$1,782.50	248.43%
Public Entertainment Permits Fast Track Fee Assessment Fee (<10 business days notice)	Per application Per application	Non-statutory	Taxable	$205.00	$750.00	$545.00	265.85%
Public Entertainment Permits (temporary) Site up to 1,000m^2 (Max. 5 structures. Max 2hrs inspection time)	Per application	Non-statutory	Taxable	$717.50	$1,000.00	$282.50	39.37%
Public Entertainment Permits (temporary) Site 1,001 m^2 to 5,000m^2 (Max. 5 structures. Max 2hrs inspection time)	Per application	Non-statutory	Taxable	$820.00	$1,500.00	$680.00	82.93%
Public Entertainment Permits (temporary) Site 5,001 m^2 to 15,000m^2 (Max. 5 structures 2. Max 3hrs inspection time)	Per application	Non-statutory	Taxable	$1,537.50	$2,500.00	$962.50	62.60%
Public Entertainment Permits (temporary) Site 15,001m^{2+} (Max.30 structures. Max. 4 hrs inspection time)	Per application	Non-statutory	Taxable	$2,050.00	$4,000.00	$1,950.00	95.12%
Public Entertainment Permits (temporary) Site 25,001m^{2+} (Max.50 structures. Max. 6 hrs inspection time)	Per application	Non-statutory	Taxable	New Fee	$6,025.00	$6,025.00	100.00%
Public Entertainment Permits (temporary) additional Inspection per hour	Per Hour	Non-statutory	Taxable	New Fee	$145.00	$145.00	100.00%
Public Entertainment Permits (temporary) additional Inspection per hour (out of hours)	Per Hour	Non-statutory	Taxable	New Fee	$250.00	$250.00	100.00%
Public Entertainment Permits Charity or other Council specific endorsed Public Entertainment events	Per application	Non-statutory		No Charge	No Charge	$0.00	0.00%
Liquor Licence Reports (site check and measure up to 500m2 of building)	Per application	Non-statutory	Taxable	$1,234.90	$1,259.60	$24.70	2.00%
Change of Use/Combined Allotment Statements	Per application	Non-statutory	Taxable	$774.60	Quotation + 10%		
A1 Copies - per copy	Per Copy	Non-statutory	Taxable	$16.75	$17.10	$0.35	2.09%
A3 Copies - per copy	Per Copy	Non-statutory	Taxable	$1.95	$2.00	$0.05	2.56%
A4 Copies - per copy	Per Copy	Non-statutory	Taxable	$0.85	$0.85	$0.00	0.00%
Emergency work/cost recovery	Per submission	Non-statutory	Taxable	Cost + 20%	Cost + 20%		
Additional Consulting Services re Building Permits	Per application	Non-statutory	Taxable	Quotation + 10%	Quotation + 10%		

Attachment 1 - Yarra City Council - Proposed Annual Budget - 2020-2021

City of Yarra Proposed 2020/21 - Annual Budget – Adoption in Principle

Fees and Charges Description	Unit of Measure	Statutory Fee	GST Status	2019/20 Adopted Fee	2020/21 Proposed Fee	$ Change	% Change
Final Inspection - (Class 1 & 10) Lapsed Building Permit - No Works	Per application	Non-statutory	Taxable	$399.65	$407.65	$8.00	2.00%
Final Inspection - (Class 2 - 9) Lapsed Building Permit - No Works	Per application	Non-statutory	Taxable	$552.35	$563.40	$11.05	2.00%
Inspection - per inspection	Per Inspection	Non-statutory	Taxable	$201.30	$205.35	$4.05	2.01%
Inspection - per inspection (out of hours)	Per Inspection (out of hrs)	Non-statutory	Taxable	$415.65	$423.95	$8.30	2.00%
Computation checking	Per application	Non-statutory	Taxable	Quotation + 10%	Quotation + 10%		
Certification fee	Per application	Non-statutory	Taxable	Building Permit fee x 350% with a minimum fee of $3,896.75 - Refer C.O.W	Building Permit fee x 350% with a minimum fee of $3,896.75 - Refer C.O.W	$0.00	0.00%
Adjoining Property Owners Details (search)	Per property	Non-statutory	Taxable	$53.95	$10.00/property		
Alternative Solution/ Dispensation/ Change of Use determination	Per application and item	Non-statutory	Taxable	$694.30 for first determination + $69.55 per additional item	$694.30 for first determination + $69.55 per additional item	$0.00	0.00%
Pool & Spa Register related fees							
Registration & Search Fee for each pool/spa built before 1 June 2020	Per registration	Non-statutory	GST Free	New Fee	$79.00	$79.00	100.00%
Registration Fee for each pool/spa built after 1 June 2020	Per registration	Non-statutory	GST Free	New Fee	$31.80	$31.80	100.00%
Lodgement of each certificate of pool and spa barrier compliance	Per lodgement	Non-statutory	GST Free	New Fee	$20.40	$20.40	100.00%
Lodgement of each certificate of pool and spa barrier non-compliance	Per lodgement	Non-statutory	GST Free	New Fee	$385.00	$385.00	100.00%
HIRE OF TOWN HALLS							
Hourly hire - FULL (min 3 hourly hire)	Per Hour	Non-statutory	Taxable	$256.00	$262.00	$6.00	2.34%
Hourly hire - Not-for-Profit (min 3 hourly hire)	Per Hour	Non-statutory	Taxable	$123.00	$126.00	$3.00	2.44%
Kitchen Use Only - per day	Per Day	Non-statutory	Taxable	$272.00	$278.00	$6.00	2.21%
Balcony	Per Day	Non-statutory	Taxable	$430.00	$439.00	$9.00	2.09%
Security Deposit (Bond)	Per Event	Non-statutory	GST Free	minimum of $1000	minimum of $1000	$0.00	0.00%
Town Hall Public Liability Insurance	Per Event	Non-statutory	Taxable	$84.00	$86.00	$2.00	2.38%
Late Booking Fee	Per Event	Non-statutory	Taxable	$47.00	$48.00	$1.00	2.13%
Late Booking Change Administration Fee	Per Change	Non-statutory	Taxable	$21.00	$21.00	$0.00	0.00%
Sound Technician	Per Hour	Non-statutory	Taxable	$51.00	$53.00	$2.00	3.92%
Hire of Sound System * requires sound technician	Per Event	Non-statutory	Taxable	$205.00	$210.00	$5.00	2.44%
Hire of Inbuilt Projector	Per Event	Non-statutory	Taxable	$154.00	$158.00	$4.00	2.60%
Hire of Portable Projector	Per Event	Non-statutory	Taxable	$51.00	$53.00	$2.00	3.92%
Hire of Piano	Per Event	Non-statutory	Taxable	$154.00	$158.00	$4.00	2.60%
Site Induction (additional)	Per Occurrence	Non-statutory	Taxable	$80.00	$82.00	$2.00	2.50%
After Hours Call-Out Fee per hour	Per Hour	Non-statutory	Taxable	$80.00	$82.00	$2.00	2.50%
COMMUNITY HALLS							
Small Community Spaces (library meeting rooms, Williams Reserve Community Room, Hugo Wertheim Room, Radio Room)							
Hourly hire - FULL	Per Hour	Non-statutory	Taxable	$32.00	$33.00	$1.00	3.13%

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City of Yarra Proposed 2020/21 - Annual Budget – Adoption in Principle

Fees and Charges Description	Unit of Measure	Statutory Fee	GST Status	2019/20 Adopted Fee	2020/21 Proposed Fee	$ Change	% Change
Hourly hire - Not-for-Profit	Per Hour	Non-statutory	Taxable	$6.00	$6.00	$0.00	0.00%
Groups auspice by Council business units		Non-statutory	Taxable	No Charge	No Charge	$0.00	0.00%
Security Deposit (Bond)	Per Event	Non-statutory	GST Free	minimum of $100	minimum of $100	$0.00	0.00%
Community Hall Public Liability Insurance	Per Event	Non-statutory	Taxable	$32.00	$33.00	$1.00	3.13%
After Hours Call-Out Fee per hour	Per Hour	Non-statutory	Taxable	$80.00	$82.00	$2.00	2.50%
Late Booking Fee	Per Event	Non-statutory	Taxable	New Fee	$48.00	$48.00	100.00%
Late Booking Change Administration Fee	Per Change	Non-statutory	Taxable	New Fee	$22.00	$22.00	100.00%
Medium Sized Community Spaces (Loughnan Hall, Mark Street Hall, Richmond Senior Citizens Centre, The Stables)							
Hourly hire - FULL (min 3 hourly hire)	Per Hour	Non-statutory	Taxable	$60.00	$62.00	$2.00	3.33%
Hourly hire - Not-for-Profit (min 3 hourly hire)	Per Hour	Non-statutory	Taxable	$21.00	$21.00	$0.00	0.00%
Groups auspiced by Council business units		Non-statutory	GST Free	No Charge	No Charge	$0.00	0.00%
Security Deposit (Bond)	Per Event	Non-statutory	GST Free	minimum of $100	minimum of $100	$0.00	0.00%
Community Hall Public Liability Insurance	Per Event	Non-statutory	Taxable	$32.00	$33.00	$1.00	3.13%
After Hours Call-Out Fee per hour	Per Hour	Non-statutory	Taxable	$80.00	$82.00	$2.00	2.50%
Late Booking Fee	Per Event	Non-statutory	Taxable	New Fee	$48.00	$48.00	100.00%
Late Booking Change Administration Fee	Per Change	Non-statutory	Taxable	New Fee	$22.00	$22.00	100.00%
Large Community Spaces (Collingwood Senior Citizens Centre, Edinburgh Gardens Community Room, Studio 1, Community Space at Bargoonga Nganjin)							
Hourly hire - FULL (min 3 hourly hire)	Per Hour	Non-statutory	Taxable	$68.00	$70.00	$2.00	2.94%
Hourly hire - Not-for-Profit (min 3 hourly hire)	Per Hour	Non-statutory	Taxable	$24.00	$25.00	$1.00	4.17%
Groups auspiced by Council business units		Non-statutory	Taxable	No Charge	No Charge	$0.00	0.00%
Security Deposit (Bond)	Per Event	Non-statutory	GST Free	minimum of $100	minimum of $100	$0.00	0.00%
Community Hall Public Liability Insurance	Per Event	Non-statutory	Taxable	$32.00	$33.00	$1.00	3.13%
Sound Technician	Per Hour	Non-statutory	Taxable	$51.00	$53.00	$2.00	3.92%
After Hours Call-Out Fee per hour	Per Hour	Non-statutory	Taxable	$80.00	$82.00	$2.00	2.50%
Site Induction (additional)	Per Occurrence	Non-statutory	Taxable	New Fee	$85.00	$85.00	100.00%
Late Booking Fee	Per Event	Non-statutory	Taxable	New Fee	$48.00	$48.00	100.00%
Late Booking Change Administration Fee	Per change	Non-statutory	Taxable	New Fee	$22.00	$22.00	100.00%
Performance Spaces (Richmond Theatrette)							
Day Rate- FULL	Per Day	Non-statutory	Taxable	$1,045.00	$1,066.00	$21.00	2.01%
Day Rate - Not-for-Profit	Per Day	Non-statutory	Taxable	$575.00	$587.00	$12.00	2.09%
7 Day Rate- FULL	Per Week	Non-statutory	Taxable	$5,230.00	$5,335.00	$105.00	2.01%
7 Day Rate - Not-for-Profit	Per Week	Non-statutory	Taxable	$2,613.00	$2,666.00	$53.00	2.03%
Security Deposit (Bond)	Per Event	Non-statutory	GST Free	minimum of $200	minimum of $200	$0.00	0.00%
Community Hall Public Liability Insurance	Per Event	Non-statutory	Taxable	$32.00	$33.00	$1.00	3.13%
Sound Technician	Per Event	Non-statutory	Taxable	New Fee	$52.00	$52.00	100.00%
Site Induction (additional)	Per Occurrence	Non-statutory	Taxable	New Fee	$85.00	$85.00	100.00%
Late Booking Fee	Per Event	Non-statutory	Taxable	New Fee	$48.00	$48.00	100.00%

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Fees and Charges Description	Unit of Measure	Statutory Fee	GST Status	2019/20 Adopted Fee	2020/21 Proposed Fee	$ Change	% Change
Late Booking Change Administration Fee	Per Change	Non-statutory	Taxable	New Fee	$22.00	$22.00	100.00%
PARKS AND OPEN SPACE							
SITE FEES, OCCUPATION CHARGES & OTHER USAGE CHARGES							
Site fee for use of Parks, Reserve or Rotunda - Full	Per Day	Non-statutory	Taxable	$162.00	$165.25	$3.25	2.01%
Site fee for use of Parks, Reserve or Rotunda - Not-for-Profit	Per day	Non-statutory	N/A	No Charge	No Charge	$0.00	0.00%
Occupation of public land (parks, roads, footpaths etc.) for events (commercial)	for every 5m2	Non-statutory	Taxable	$3.70	$3.80	$0.10	2.70%
Occupation of public land (parks, roads, footpaths etc.) for events (not-for-profit organisations)	for every 5m2	Non-statutory	Taxable	$1.00	Fee removed	-$1.00	-100.00%
Power (per day)	Per Day	Non-statutory	Taxable	$105.00	$107.10	$2.10	2.00%
Open Space PLI Insurance Community	Per Event	Non-statutory	Taxable	$32.00	$32.65	$0.65	2.03%
Event Inspection Charge	Per Event	Non-statutory	Taxable	$240.00	$244.80	$4.80	2.00%
Fairfield Amphitheatre							
Day Rate - Full	Per Day	Non-statutory	Taxable	$367.00	$374.35	$7.35	2.00%
Day Rate - Concession	Per Day	Non-statutory	Taxable	$115.00	$117.30	$2.30	2.00%
Power	Per Day	Non-statutory	Taxable	$105.00	$107.10	$2.10	2.00%
Kiosk	Per Day	Non-statutory	Taxable	$94.00	$95.90	$1.90	2.02%
Change Rooms	Per Day	Non-statutory	Taxable	$94.00	$95.90	$1.90	2.02%
Bond	Per Event	Non-statutory	GST Free	From $100	From $100	$0.00	0.00%
Burnley Circus Site							
Day Rate - Full (Circus or private events - performance/event day)	Per Day	Non-statutory	Taxable	$996.00	$1,015.90	$19.90	2.00%
Site fee Burnley Circus site (commercial use)	for every 5m2	Non-statutory	Taxable	New Fee	$3.75	$3.75	100.00%
Day Rate - Full (Circus or private event - non performance/event day)	Per Day	Non-statutory	Taxable	$157.00	$160.15	$3.15	2.01%
Day Rate - Not-for-Profit (Circus or private event)	Per Day	Non-statutory	Taxable	No Charge	No Charge	$0.00	0.00%
Power (per day)	Per Day	Non-statutory	Taxable	$105.00	$107.10	$2.10	2.00%
Bond	Per Event	Non-statutory	GST Free	UP T0 $4,000	UP T0 $4,000	$0.00	0.00%
PERMITS							
Event Application Fee	Per Event	Non-statutory	Taxable	$63.00	$64.30	$1.30	2.06%
Event Permit Application Fee for events of 500 or more persons or with significant structures or risks, as assessed by council officer, less than 12 weeks prior to event	Per Event	Non-statutory	Taxable	$250.00	$255.00	$5.00	2.00%
Market Permit (One Off fee) - Full	Per Event	Non-statutory	Taxable	$419.00	$427.40	$8.40	2.00%
Market Permit (One Off fee) - CONCESSION	Per Event	Non-statutory	Taxable	$168.00	$171.40	$3.40	2.02%
Minor Sound Permit	Per Event	Non-statutory	Taxable	$52.50	$53.55	$1.05	2.00%
Event Permit - Up to 100 persons with no structures and minimum risks							
Small Event Permit (per event day) - FULL	Per Event Day	Non-statutory	Taxable	$110.05	$112.25	$2.20	2.00%
Small Event Permit (per event day) - CONCESSION	Per Event Day	Non-statutory	GST Free	No Charge	No Charge	$0.00	0.00%
Event Permit - 100 persons 500 or with minimal structures and risks							
Medium Event Permit (per event day) - FULL	Per Event Day	Non-statutory	Taxable	$272.00	$277.45	$5.45	2.00%
Medium Event Permit (per event day) - CONCESSION	Per Event Day	Non-statutory	Taxable	$110.00	$112.20	$2.20	2.00%

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Event Permit -500 or more persons or with significant structures or risks, as assessed by council officer							
Major Event Permit (per event day) - FULL	Per Event Day	Non-statutory	Taxable	$471.00	$480.40	$9.40	2.00%
Major Event Permit (per event day) - CONCESSION	Per Event Day	Non-statutory	Taxable	$115.00	$117.30	$2.30	2.00%
YARRA LEISURE CENTRES							
Casual Entry							
Adult Swim	Per Adult	Non-statutory	Taxable	$7.10	$7.30	$0.20	2.82%
Concession Swim	Per Adult	Non-statutory	Taxable	$4.20	$4.30	$0.10	2.38%
Child Swim	Per Child	Non-statutory	Taxable	$3.60	$3.70	$0.10	2.78%
Family Swim	Per Family	Non-statutory	Taxable	$16.20	$16.60	$0.40	2.47%
Adult Swim, Spa & Sauna	Per Adult	Non-statutory	Taxable	$13.50	$14.00	$0.50	3.70%
Swim Upgrade to S/S/S	Per Adult	Non-statutory	Taxable	$6.40	$6.60	$0.20	3.12%
Swim Upgrade to S/S/S Concession	Per Adult	Non-statutory	Taxable	$3.90	$4.00	$0.10	2.56%
Swim, Spa & Sauna (concession)	Per Adult	Non-statutory	Taxable	$8.10	$8.30	$0.20	2.47%
Locker	Per Locker	Non-statutory	Taxable	$3.00	$3.00	$0.00	0.00%
City of Yarra Pensioner Swim	Per Adult	Non-statutory		No Charge	No Charge		
Spectator	Per Adult	Non-statutory	GST Free	$2.00	$2.00	$0.00	0.00%
Bulk Tickets							
10 Adult Swims	10 Visits	Non-statutory	Taxable	$63.90	$65.70	$1.80	2.82%
10 Concession Swim	10 Visits	Non-statutory	Taxable	$37.80	$38.70	$0.90	2.38%
25 Adult Swims	25 Visits	Non-statutory	Taxable	$142.00	$146.00	$4.00	2.82%
25 Adult Swims Concession	25 Visits	Non-statutory	Taxable	$84.00	$86.00	$2.00	2.38%
10 Child Swims	10 Visits	Non-statutory	Taxable	$32.40	$33.30	$0.90	2.78%
25 Child Swims	25 Visits	Non-statutory	Taxable	$72.00	$74.00	$2.00	2.78%
10 Swim, Spa, Sauna & Steam	10 Visits	Non-statutory	Taxable	$121.50	$126.00	$4.50	3.70%
10 Swim, Spa, Sauna & Steam Concession	10 Visits	Non-statutory	Taxable	$72.90	$74.40	$1.50	2.06%
25 Swim, Spa, Sauna & Steam	25 Visits	Non-statutory	Taxable	$270.00	$280.00	$10.00	3.70%
25 Swim, Spa, Sauna & Steam Concession	25 Visits	Non-statutory	Taxable	$162.00	$166.00	$4.00	2.47%
10 Group Fitness	10 Visits	Non-statutory	Taxable	$154.80	$158.00	$3.20	2.07%
10 Group Fitness Concession	10 Visits	Non-statutory	Taxable	$92.70	$95.00	$2.30	2.48%
25 Group Fitness	25 Visits	Non-statutory	Taxable	$344.00	$351.00	$7.00	2.03%
25 Group Fitness Concession	25 Visits	Non-statutory	Taxable	$206.00	$211.00	$5.00	2.43%
Lane Hire							
Commercial Lane Hire 25 metres	Per lane	Non-statutory	Taxable	$49.20	$60.00	$10.80	21.95%
Community Groups Lane Hire 25 Metres	Per lane	Non-statutory	Taxable	$39.40	$40.20	$0.80	2.03%
Commercial Lane Hire 50 metres	Per lane	Non-statutory	Taxable	$65.00	$80.00	$15.00	23.08%
Community Groups Lane Hire 50 Metres	Per lane	Non-statutory	Taxable	$52.00	$55.00	$3.00	5.77%
Commercial Lane Hire Learn to Swim Pool	Per lane	Non-statutory	Taxable	$15.00	$20.00	$5.00	33.33%
Community Groups Lane Hire Learn to Swim Pool	Per lane	Non-statutory	Taxable	$12.30	$15.00	$2.70	21.95%
Commercial Pool Hire 25 metres	Per booking	Non-statutory	Taxable	$224.20	$250.00	$25.80	11.51%

Attachment 1 - Yarra City Council - Proposed Annual Budget - 2020-2021

City of Yarra Proposed 2020/21 - Annual Budget – Adoption in Principle

Fees and Charges Description	Unit of Measure	Statutory Fee	GST Status	2019/20 Adopted Fee	2020/21 Proposed Fee	$ Change	% Change
Community Groups Pool Hire 25 Metres	Per booking	Non-statutory	Taxable	$179.40	$200.00	$20.60	11.48%
Commercial Pool Hire 50 metres	Per booking	Non-statutory	Taxable	$380.10	$450.00	$69.90	18.39%
Community Groups Pool Hire 50 Metres	Per booking	Non-statutory	Taxable	$304.10	$350.00	$45.90	15.09%
Commercial Pool Hire Learn to Swim Pool	Per booking	Non-statutory	Taxable	$41.00	$50.00	$9.00	21.95%
Community Groups Pool Hire Learn to Swim Pool	Per booking	Non-statutory	Taxable	$32.80	$40.00	$7.20	21.95%
Monthly Debit Fees							
Joining Fee	Per member	Non-statutory	Taxable	$99.00	$99.00	$0.00	0.00%
Full (fortnightly)**	Per Fortnight	Non-statutory	Taxable	$48.30	$49.30	$1.00	2.07%
Full Concession (fortnightly)**	Per Fortnight	Non-statutory	Taxable	$29.00	$29.60	$0.60	2.07%
Full Student (fortnightly)**	Per Fortnight	Non-statutory	Taxable	$43.80	$44.40	$0.60	1.37%
Off Peak (fortnightly)**	Per Fortnight	Non-statutory	Taxable	$43.50	$44.40	$0.90	2.07%
Off Peak Concession (fortnightly)**	Per Fortnight	Non-statutory	Taxable	$26.10	$26.70	$0.60	2.30%
Off Peak Student (fortnightly)**	Per Fortnight	Non-statutory	Taxable	$39.10	$40.00	$0.90	2.30%
Aquatic (fortnightly)**	Per Fortnight	Non-statutory	Taxable	$32.50	$33.20	$0.70	2.15%
Aquatic Concession (fortnightly)**	Per Fortnight	Non-statutory	Taxable	$19.50	$19.90	$0.40	2.05%
Aquatic Student (fortnightly)**	Per Fortnight	Non-statutory	Taxable	$27.40	$28.00	$0.60	2.19%
Family 2 people (fortnightly)**	Per Fortnight	Non-statutory	Taxable	$87.70	$89.50	$1.80	2.05%
Family 3 people (fortnightly)**	Per Fortnight	Non-statutory	Taxable	$99.60	$101.60	$2.00	2.01%
Family 4 people (fortnightly)**	Per Fortnight	Non-statutory	Taxable	$110.70	$113.00	$2.30	2.08%
Family 2 people Concession (fortnightly)**	Per Fortnight	Non-statutory	Taxable	$52.60	$53.70	$1.10	2.09%
Family 3 people Concession (fortnightly)**	Per Fortnight	Non-statutory	Taxable	$59.80	$61.00	$1.20	2.01%
Family 4 people Concession (fortnightly)**	Per Fortnight	Non-statutory	Taxable	$66.40	$67.80	$1.40	2.11%
50 plus (fortnightly)**	Per Fortnight	Non-statutory	Taxable	$43.50	$44.40	$0.90	2.07%
Yarra Triathlon (fortnightly)**	Per Fortnight	Non-statutory	Taxable	$57.70	$59.00	$1.30	2.25%
Yarra Triathlon Concession (fortnightly)**	Per Fortnight	Non-statutory	Taxable	$34.60	$35.30	$0.70	2.02%
Yarra Triathlon Student (fortnightly)**	Per Fortnight	Non-statutory	Taxable	$51.50	$53.00	$1.50	2.91%
Corporate (fortnightly)**	Per Fortnight	Non-statutory	Taxable	$43.50	$44.40	$0.90	2.07%
Yarra Youth (fortnightly)**	Per Fortnight	Non-statutory	Taxable	$23.30	$23.80	$0.50	2.15%
Two Week Trial	Per Adult	Non-statutory	Taxable	$69.30	$71.00	$1.70	2.45%
Two Week Trial Concession	Per Adult	Non-statutory	Taxable	$41.60	$42.50	$0.90	2.16%
Two Week Trial Student	Per Student	Non-statutory	Taxable	$62.40	$62.40	$0.00	0.00%
Program Classes							
Group Fitness	Per class	Non-statutory	Taxable	$17.20	$17.60	$0.40	2.33%
Group Fitness (Concession)	Per class	Non-statutory	Taxable	$10.30	$10.60	$0.30	2.91%
Group Fitness - 90 minute class	Per class	Non-statutory	Taxable	$24.10	$25.00	$0.90	3.73%
Group Fitness - 90 minute class (Concession)	Per class	Non-statutory	Taxable	$14.40	$14.70	$0.30	2.08%
Gym							
Gym, Swim, Spa, Sauna & Steam	Per visit	Non-statutory	Taxable	$25.60	$26.20	$0.60	2.34%
Gym Concession	Per visit	Non-statutory	Taxable	$15.40	$15.80	$0.40	2.60%

Attachment 1 - Yarra City Council - Proposed Annual Budget - 2020-2021

City of Yarra Proposed 2020/21 - Annual Budget – Adoption in Principle

Fees and Charges Description	Unit of Measure	Statutory Fee	GST Status	2019/20 Adopted Fee	2020/21 Proposed Fee	$ Change	% Change
LLLS Casual Fee	Per visit	Non-statutory	Taxable	$8.40	$8.60	$0.20	2.38%
LLLS Casual Fee Concession	Per visit	Non-statutory	Taxable	$5.00	$5.10	$0.10	2.00%
10 x LLLS Casual Fee	Per pass	Non-statutory	Taxable	$84.00	$86.00	$2.00	2.38%
10 x LLLS Casual Fee Concession	Per pass	Non-statutory	Taxable	$50.00	$51.00	$1.00	2.00%
25 x LLLS Casual	Per pass	Non-statutory	Taxable	$210.00	$215.00	$5.00	2.38%
25 x LLLS Casual Concession	Per pass	Non-statutory	Taxable	$125.00	$130.00	$5.00	4.00%
LLLS Joining Fee	Per Adult	Non-statutory	Taxable	$46.30	$47.30	$1.00	2.16%
Gym over 60's	Per Adult	Non-statutory	Taxable	$5.60	$5.80	$0.20	3.57%
Personal Training							
½ hr (Casual)	Per 1/2 Hour	Non-statutory	Taxable	$58.90	$58.90	$0.00	0.00%
½ hr (Member)	Per 1/2 Hour	Non-statutory	Taxable	$49.60	$49.60	$0.00	0.00%
1 hr (Casual)	Per Hour	Non-statutory	Taxable	$95.40	$95.40	$0.00	0.00%
1 hr (Member)	Per Hour	Non-statutory	Taxable	$76.30	$76.30	$0.00	0.00%
10 Visit Pass Casual – ½ Hr	10 Visits	Non-statutory	Taxable	$530.10	$530.10	$0.00	0.00%
10 Visit Pass Member – ½ Hr	10 Visits	Non-statutory	Taxable	$446.40	$446.40	$0.00	0.00%
10 Visit Pass Casual – 1 Hr	10 Visits	Non-statutory	Taxable	$858.60	$860.00	$1.40	0.16%
10 Visit Pass Member – 1 Hr	10 Visits	Non-statutory	Taxable	$686.70	$690.00	$3.30	0.48%
Swim Lessons							
Start Up Fee (All Aquatic Programs)	Per person	Non-statutory	Taxable	$31.50	$32.20	$0.70	2.22%
Swim Lessons Child - per lesson	Per Lesson	Non-statutory	GST Free	$19.00	$19.40	$0.40	2.11%
Child - Concession per lesson	Per Lesson	Non-statutory	GST Free	$11.40	$11.70	$0.30	2.63%
One on One Lessons	Per Lesson	Non-statutory	Taxable	$52.50	$56.00	$3.50	6.67%
Two on One Lessons	Per Lesson	Non-statutory	Taxable	$94.50	$96.50	$2.00	2.12%
Swim Lesson Child Fortnightly Debit**	Per Lesson	Non-statutory	GST Free	$30.00	$30.60	$0.60	2.00%
Swim Lesson Child - Concession Fortnightly Debit**	Per Lesson	Non-statutory	GST Free	$18.00	$18.40	$0.40	2.22%
School Lessons	Per Lesson	Non-statutory	GST Free	$9.50	$9.70	$0.20	2.11%
School Lessons Concession	Per Lesson	Non-statutory	GST Free	$5.70	$5.90	$0.20	3.51%
Pre-State Squad (fortnightly)**	Per fortnight	Non-statutory	GST Free	$44.50	$45.40	$0.90	2.02%
State Squad (fortnightly)**	Per fortnight	Non-statutory	GST Free	$57.50	$58.70	$1.20	2.09%
National Squad (fortnightly)**	Per fortnight	Non-statutory	GST Free	$68.80	$70.20	$1.40	2.03%
Pre-State Squad Concession (fortnightly)**	Per fortnight	Non-statutory	GST Free	$26.70	$27.30	$0.60	2.25%
State Squad Concession (fortnightly)**	Per fortnight	Non-statutory	GST Free	$34.50	$35.20	$0.70	2.03%
Programs - Myotherapy							
½ hr (Member)	Per 1/2 Hour	Non-statutory	Taxable	$51.40	$52.50	$1.10	2.14%
½ hr (Casual)	Per 1/2 Hour	Non-statutory	Taxable	$61.40	$62.70	$1.30	2.12%
1 hr (Member)	Per Hour	Non-statutory	Taxable	$92.80	$95.00	$2.20	2.37%
1 hr (Casual)	Per Hour	Non-statutory	Taxable	$106.20	$109.00	$2.80	2.64%
Yarra Triathlon Programs							
Yarra Triathlon Squads	Per Session	Non-statutory	Taxable	$17.90	$18.30	$0.40	2.23%

Attachment 1 - Yarra City Council - Proposed Annual Budget - 2020-2021

City of Yarra Proposed 2020/21 - Annual Budget – Adoption in Principle

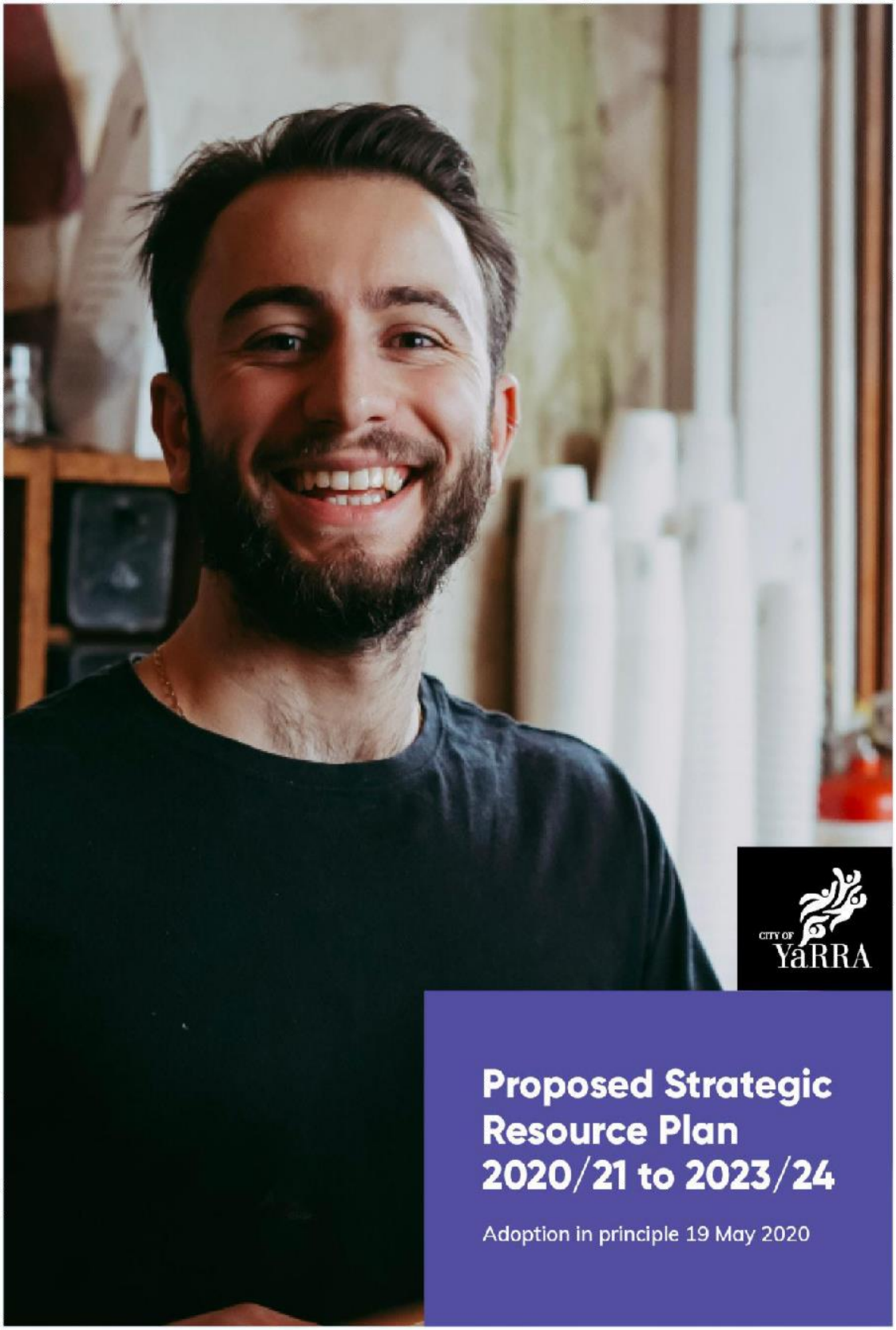
Fees and Charges Description	Unit of Measure	Statutory Fee	GST Status	2019/20 Adopted Fee	2020/21 Proposed Fee	$ Change	% Change
Yarra Triathlon Squads - Concession	Per Session	Non-statutory	Taxable	$10.70	$11.00	$0.30	2.80%
10 x Yarra Triathlon Squads	10 Visits	Non-statutory	Taxable	$161.10	$164.50	$3.40	2.11%
10 x Yarra Triathlon Squads – Concession	10 Visits	Non-statutory	Taxable	$96.30	$99.00	$2.70	2.80%
25 x Yarra Triathlon Squads	10 Visits	Non-statutory	Taxable	$358.00	$366.00	$8.00	2.23%
25 x Yarra Triathlon Squads – Concession	10 Visits	Non-statutory	Taxable	$214.00	$220.00	$6.00	2.80%
Two Week Trial	Two weeks	Non-statutory	Taxable	$82.80	$82.80	$0.00	0.00%
Two Week Trial Concession	Two weeks	Non-statutory	Taxable	$49.70	$50.00	$0.30	0.60%
Two Week Trial Student	Two weeks	Non-statutory	Taxable	$74.50	$76.00	$1.50	2.01%
Miscellaneous							
Replacement RFID band/key fob (New fee)	Per band	Non-statutory	Taxable	$6.00	$6.00	$0.00	0.00%
Lost Locker RFID key fob	Per Key Fob	Non-statutory	Taxable	$10.90	$11.20	$0.30	2.75%
Shower	Per visit	Non-statutory	Taxable	$3.80	$3.90	$0.10	2.63%
BURNLEY GOLF COURSE							
9 Holes - Adult	Per Adult	Non-statutory	Taxable	$21.00	$21.50	$0.50	2.38%
9 Holes - Concession/Junior	Per Junior	Non-statutory	Taxable	$15.80	$16.20	$0.40	2.53%
18 Holes - Adult	Per Adult	Non-statutory	Taxable	$26.80	$27.50	$0.70	2.61%
18 Holes - Concession/Junior	Per Junior	Non-statutory	Taxable	$20.50	$21.00	$0.50	2.44%
9 Holes - Weekend	9 holes	Non-statutory	Taxable	$22.10	$22.60	$0.50	2.26%
18 Holes Weekend	18 holes	Non-statutory	Taxable	$28.30	$29.00	$0.70	2.47%
1 Hour Lesson	Per Hour	Non-statutory	Taxable	$121.40	$122.00	$0.60	0.49%
1/2 Hour Lesson	Per 1/2 Hour	Non-statutory	Taxable	$60.00	$60.00	$0.00	0.00%
6 Lesson Voucher	Per pass	Non-statutory	Taxable	$299.20	$300.00	$0.80	0.27%
Clinic	Per clinic	Non-statutory	Taxable	$121.40	$122.00	$0.60	0.49%
Mini Clinic	Per clinic	Non-statutory	Taxable	$21.50	$22.00	$0.50	2.33%
Buggy Hire	One cart	Non-statutory	Taxable	$5.40	$5.60	$0.20	3.70%
9 Hole Cart Hire	9 holes	Non-statutory	Taxable	$27.80	$28.50	$0.70	2.52%
9 Hole Single Cart Hire	9 holes	Non-statutory	Taxable	$18.90	$19.50	$0.60	3.17%
18 Hole Cart Hire	18 holes	Non-statutory	Taxable	$46.30	$48.00	$1.70	3.67%
18 Hole Single Cart Hire	18 holes	Non-statutory	Taxable	$31.30	$32.00	$0.70	2.24%
Practice Fees	Per visit	Non-statutory	Taxable	$3.90	$4.00	$0.10	2.56%
Competition Fees	Per visit	Non-statutory	Taxable	$4.30	$4.30	$0.00	0.00%
Hire Set	Per set	Non-statutory	Taxable	$15.40	$15.50	$0.10	0.65%
ENGINEERING PLANNING							
Traffic Surveys (counts) - classified counts	Per count	Non-statutory	GST Free	$262.05	$267.30	$5.25	2.00%
Parking signs - sign changes	Per sign	Non-statutory	Taxable	$193.90	$197.80	$3.90	2.01%
Drainage Fees (Levy)							
0 - 400m²	Per m2	Non-statutory	GST Free	$12.35	$12.60	$0.25	2.02%
401 - 500m²	Per m2	Non-statutory	GST Free	$16.15	$16.50	$0.35	2.17%
501 - 600m²	Per m2	Non-statutory	GST Free	$20.45	$20.90	$0.45	2.20%

Attachment 1 - Yarra City Council - Proposed Annual Budget - 2020-2021

City of Yarra Proposed 2020/21 - Annual Budget – Adoption in Principle

Fees and Charges Description	Unit of Measure	Statutory Fee	GST Status	2019/20 Adopted Fee	2020/21 Proposed Fee	$ Change	% Change
601 - 700m²	Per m2	Non-statutory	GST Free	$22.00	$22.45	$0.45	2.05%
701 - 800m²	Per m2	Non-statutory	GST Free	$24.20	$24.70	$0.50	2.07%
801 - 900m²	Per m2	Non-statutory	GST Free	$25.80	$26.35	$0.55	2.13%
901 - 1000m²	Per m2	Non-statutory	GST Free	$26.85	$27.40	$0.55	2.05%
1001m² + (negotiable fee)	Per m2	Non-statutory	GST Free	$26.85	$27.40	$0.55	2.05%
WASTE MANAGEMENT							
Compost Bins 220lt BMW	Per Bin	Non-statutory	Taxable	$37.00	$38.00	$1.00	2.70%
Hungry Bin	Per Bin	Non-statutory	Taxable	$294.00	$300.00	$6.00	2.04%
Worm Farms RELN	Per Bin	Non-statutory	Taxable	$89.00	$91.00	$2.00	2.25%
Garbage 80lt MGB	Per Bin	Non-statutory	GST Free	$115.50	$118.00	$2.50	2.16%
Garbage 120lt MGB	Per Bin	Non-statutory	GST Free	$152.00	$156.00	$4.00	2.63%
Garbage 240lt MGB	Per Bin	Non-statutory	GST Free	$272.50	$278.00	$5.50	2.02%
Residential and Commercial (and Multi-Unit Developments per unit/apartment) MRB 120lt plus 80lt MGB	Per Bin	Non-statutory	GST Free	$189.00	$193.00	$4.00	2.12%
Relocation of Street Litter Bins	Per Bin	Non-statutory	Taxable	$488.00	$500.00	$12.00	2.46%
Green Mobile Garbage Bin (GMGB)	Per Bin	Non-statutory	GST Free	$115.25	$118.00	$2.75	2.39%
URBAN AGRICULTURE							
Footpath/nature strip garden permit fee	Per Permit	Non-statutory	Taxable	$20.00	$20.50	$0.50	2.50%
Footpath/nature strip planter box yearly rental fee	Per year	Non-statutory	Taxable	$55.00	$57.00	$2.00	3.64%
Footpath/nature strip planter box yearly rental fee - concession	Per year	Non-statutory	Taxable	$27.50	$28.05	$0.55	2.00%

Attachment 2 - Yarra City Council - Proposed SRP - 2021-2024



Attachment 2 - Yarra City Council - Proposed SRP - 2021-2024

Yarra City Council
STRATEGIC RESOURCE PLAN

Comprehensive Income Statement

For the four years ended 2024

	2021 $'000	2022 $'000	2023 $'000	2024 $'000
Income				
Rates and charges	115,869	119,531	122,910	126,357
Statutory fees and fines	25,454	34,720	35,414	36,122
User fees	25,427	34,581	35,273	35,978
Grants - operating	14,399	13,871	14,148	14,431
Grants - capital	4,169	7,579	2,281	2,323
Contributions - monetary - open space	4,500	4,500	4,500	4,500
Contributions - monetary - other	1,156	1,900	1,900	1,900
Net gain (or loss) on disposal of property, infrastructure, plant and equipment	160	170	170	170
Other income	2,278	3,487	3,737	3,987
Total income	**193,412**	**220,339**	**220,333**	**225,768**
Expenses				
Employee costs	90,028	93,929	96,308	98,734
Materials and services	75,663	80,635	78,856	80,613
Depreciation	23,800	24,300	24,800	25,300
Amortisation - right of use assets	880	736	667	16
Bad and doubtful debts	5,000	4,000	4,000	4,000
Borrowing costs	1,867	1,777	1,603	1,421
Finance costs - leases	118	72	25	-
Other expenses	-	-	-	-
Total expenses	**197,356**	**205,449**	**206,259**	**210,084**
Surplus/(deficit) for the year	**(3,944)**	**14,890**	**14,074**	**15,684**
Other comprehensive income				
Items that will not be reclassified to surplus or deficit in future periods				
Net asset revaluation increment/(decrement)	-	52,465	-	52,727
Share of other comprehensive income of associates and joint ventures	-	-	-	-
Items that may be reclassified to surplus or deficit in future periods				
Total comprehensive result	**(3,944)**	**67,355**	**14,074**	**68,411**

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

Attachment 2 - Yarra City Council - Proposed SRP - 2021-2024

Yarra City Council
STRATEGIC RESOURCE PLAN

Balance Sheet

For the four years ended 2024

	2021	2022	2023	2024
	$'000	$'000	$'000	$'000
Assets				
Current assets				
Cash and cash equivalents	56,638	70,233	68,586	68,202
Trade and other receivables	28,522	8,206	7,203	6,259
Other financial assets	-	-	-	-
Inventories	129	129	129	129
Non-current assets classified as held for sale	-	-	-	-
Other assets	620	620	620	620
Total current assets	**85,909**	**79,188**	**76,538**	**75,210**
Non-current assets				
Trade and other receivables	235	235	235	235
Other financial assets	-	-	-	-
Investments in associates, joint arrangements and subsidiaries	-	-	-	-
Property, infrastructure, plant and equipment	2,057,399	2,127,123	2,139,251	2,204,286
Right-of-use-assets	1,420	683	16	-
Investment property	-	-	-	-
Intangible assets	-	-	-	-
Total non-current assets	**2,059,054**	**2,128,041**	**2,139,502**	**2,204,521**
Total assets	**2,144,963**	**2,207,229**	**2,216,040**	**2,279,731**
Liabilities				
Current liabilities				
Trade and other payables	9,733	9,733	9,733	9,733
Trust funds and deposits	12,454	12,454	12,454	12,454
Provisions	13,158	13,158	13,158	13,158
Interest-bearing liabilities	1,308	4,110	4,303	4,505
Lease liabilities	765	751	17	-
Total current liabilities	**37,418**	**40,206**	**39,665**	**39,850**
Non-current liabilities				
Provisions	1,393	1,393	1,393	1,393
Interest-bearing liabilities	39,972	33,245	28,942	24,437
Lease liabilities	769	19	-	-
Other liabilities	2,392	1,992	1,592	1,192
Total non-current liabilities	**44,526**	**36,649**	**31,927**	**27,022**
Total liabilities	**81,944**	**76,855**	**71,592**	**66,872**
Net assets	**2,063,019**	**2,130,374**	**2,144,448**	**2,212,859**
Equity				
Accumulated surplus	664,077	675,367	685,841	697,925
Reserves	1,398,942	1,455,007	1,458,607	1,514,934
Total Equity	**2,063,019**	**2,130,374**	**2,144,448**	**2,212,859**

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

Attachment 2 - Yarra City Council - Proposed SRP - 2021-2024

Yarra City Council
STRATEGIC RESOURCE PLAN

Statement of Changes in Equity

For the four years ended 2024

2021	Total $'000	Accumulated Surplus $'000	Revaluation Reserve $'000	Other Reserves $'000
Balance at beginning of the financial year	2,066,963	671,931	1,381,744	13,288
Surplus/(deficit) for the year	(3,944)	(3,944)	-	-
Net asset revaluation increment/(decrement)	-	-	-	-
Transfers to other reserves	-	(4,500)	-	4,500
Transfers from other reserves	-	590	-	(590)
Balance at end of the financial year	**2,063,019**	**664,077**	**1,381,744**	**17,198**

2022	Total $'000	Accumulated Surplus $'000	Revaluation Reserve $'000	Other Reserves $'000
Balance at beginning of the financial year	2,063,019	664,077	1,381,744	17,198
Surplus/(deficit) for the year	14,890	14,890	-	-
Net asset revaluation increment/(decrement)	52,465	-	52,465	-
Transfers to other reserves	-	(4,500)	-	4,500
Transfers from other reserves	-	900	-	(900)
Balance at end of the financial year	**2,130,374**	**675,367**	**1,434,209**	**20,798**

2023	Total $'000	Accumulated Surplus $'000	Revaluation Reserve $'000	Other Reserves $'000
Balance at beginning of the financial year	2,130,374	675,367	1,434,209	20,798
Surplus/(deficit) for the year	14,074	14,074	-	-
Net asset revaluation increment/(decrement)	-	-	-	-
Transfers to other reserves	-	(4,500)	-	4,500
Transfers from other reserves	-	900	-	(900)
Balance at end of the financial year	**2,144,448**	**685,841**	**1,434,209**	**24,398**

2024	Total $'000	Accumulated Surplus $'000	Revaluation Reserve $'000	Other Reserves $'000
Balance at beginning of the financial year	2,144,448	685,841	1,434,209	24,398
Surplus/(deficit) for the year	15,684	15,684	-	-
Net asset revaluation increment/(decrement)	52,727	-	52,727	-
Transfers to other reserves	-	(4,500)	-	4,500
Transfers from other reserves	-	900	-	(900)
Balance at end of the financial year	**2,212,859**	**697,925**	**1,486,936**	**27,998**

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

Attachment 2 - Yarra City Council - Proposed SRP - 2021-2024

Yarra City Council
STRATEGIC RESOURCE PLAN

Statement of Cash Flows
For the four years ended 2024

	2021 Inflows/ (Outflows) $'000	2022 Inflows/ (Outflows) $'000	2023 Inflows/ (Outflows) $'000	2024 Inflows/ (Outflows) $'000
Cash flows from operating activities				
Rates and charges	103,239	137,586	121,683	125,094
Statutory fees and fines	24,182	32,984	33,643	34,316
User fees	25,427	34,581	35,273	35,978
Grants - operating	14,399	13,871	14,148	14,431
Grants - capital	4,169	7,579	2,281	2,323
Contributions - monetary	5,656	6,400	6,400	6,400
Interest received	-	-	-	-
Dividends received	-	-	-	-
Trust funds and deposits taken	-	-	-	-
Other receipts	2,278	3,487	3,737	3,987
Net GST refund/payment	-	-	-	-
Employee costs	(90,028)	(93,929)	(96,308)	(98,734)
Materials and services	(76,062)	(81,035)	(79,256)	(81,013)
Short-term, low value and variable lease payments	-	-	-	-
Trust funds and deposits repaid	-	-	-	-
Other payments	-	-	-	-
Net cash provided by/(used in) operating activities	**13,260**	**61,524**	**41,601**	**42,782**
Cash flows from investing activities				
Payments for property, infrastructure, plant and equipment	(30,543)	(41,910)	(37,281)	(37,958)
Proceeds from sale of property, infrastructure, plant and equipment	510	520	520	520
Payments for investments	-	-	-	-
Proceeds from sale of investments	-	-	-	-
Loans and advances made	-	-	-	-
Payments of loans and advances	-	-	-	-
Net cash provided by/(used in) investing activities	**(30,033)**	**(41,390)**	**(36,761)**	**(37,438)**
Cash flows from financing activities				
Finance costs	(1,867)	(1,777)	(1,603)	(1,421)
Proceeds from borrowings	32,500	-	-	-
Repayment of borrowings	(33,770)	(3,925)	(4,108)	(4,290)
Interest paid - lease liability	(118)	(72)	(25)	-
Repayment of lease liabilities	(851)	(765)	(751)	(17)
Net cash provided by/(used in) financing activities	**(4,106)**	**(6,539)**	**(6,487)**	**(5,728)**
Net increase (decrease) in cash and cash equivalents	(20,879)	13,595	(1,647)	(384)
Cash and cash equivalents at the beginning of the financial year	77,517	56,638	70,233	68,586
Cash and cash equivalents at the end of the financial year	**56,638**	**70,233**	**68,586**	**68,202**

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

Attachment 2 - Yarra City Council - Proposed SRP - 2021-2024

Statement of Capital Works
For the four years ended 2024

	2021 $'000	2022 $'000	2023 $'000	2024 $'000
Property				
Land	-	-	-	-
Land improvements	-	-	-	-
Total land	**-**	**-**	**-**	**-**
Buildings	9,188	14,069	15,335	14,957
Building improvements	-	-	-	-
Leasehold improvements	-	-	-	-
Heritage buildings	-	-	-	-
Total buildings	**9,188**	**14,069**	**15,335**	**14,957**
Total property	**9,188**	**14,069**	**15,335**	**14,957**
Plant and equipment				
Plant, machinery and equipment	2,262	2,477	2,589	2,454
Fixtures, fittings and furniture	-	-	-	-
Computers and telecommunications	1,564	1,507	1,796	1,523
Heritage plant and equipment	-	-	-	-
Library books	-	-	-	-
Total plant and equipment	**3,826**	**3,984**	**4,385**	**3,977**
Infrastructure				
Lanes	846	1,068	1,045	1,184
Roads	9,299	9,386	9,312	9,607
Bridges	110	-	-	50
Drainage	-	-	-	-
Recreational, Leisure & Community Facilities	-	-	-	-
Waste Management	75	75	50	80
Parks, Open Space and Streetscapes	6,034	5,444	4,286	4,185
Street Furniture	795	620	620	360
Transport	200	5,414	1,540	1,740
Urban Design/Retail Strips	170	1,850	708	1,818
Total infrastructure	**17,529**	**23,857**	**17,561**	**19,024**
Total capital works expenditure	**30,543**	**41,910**	**37,281**	**37,958**
Represented by:				
New asset expenditure	920	6,178	8,183	9,746
Asset renewal expenditure	28,763	26,196	26,458	25,438
Asset expansion expenditure	-	-	-	-
Asset upgrade expenditure	860	9,536	2,640	2,774
Total capital works expenditure	**30,543**	**41,910**	**37,281**	**37,958**
Funding sources represented by:				
Grants	4,169	7,579	2,281	2,323
Contributions	590	900	900	900
Council cash	25,784	33,431	34,100	34,735
Borrowings	-	-	-	-
Total capital works expenditure	**30,543**	**41,910**	**37,281**	**37,958**

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

Attachment 2 - Yarra City Council - Proposed SRP - 2021-2024

Statement of Human Resources

For the four years ended 2024

	2021	2022	2023	2024
	$'000	$'000	$'000	$'000
Staff expenditure				
Employee costs - Operating	90,028	93,929	96,308	98,734
Employee costs - Capital	1,139	1,162	1,185	1,209
Total staff expenditure	**91,167**	**95,091**	**97,493**	**99,943**
	FTE	FTE	FTE	FTE
Staff numbers				
Employees	866.0	875.6	880.6	885.6
Total staff numbers	**866.0**	**875.6**	**880.6**	**885.6**

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

Attachment 2 - Yarra City Council - Proposed SRP - 2021-2024

Yarra City Council
STRATEGIC RESOURCE PLAN

Other Information

For the four years ended 2024

1. Summary of planned capital works expenditure

2021	Total	Asset Expenditure Types				Total	Funding Sources			
		New	Renewal	Expansion	Upgrade		Grants	Contributions	Council Cash	Borrowings
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Property										
Land	-	-	-	-	-	-	-	-	-	-
Land improvements	-	-	-	-	-	-	-	-	-	-
Total land	-	-	-	-	-	-	-	-	-	-
Buildings	9,188	500	8,088	-	600	9,188	3,300	-	5,888	-
Building improvements	-	-	-	-	-	-	-	-	-	-
Leasehold improvements	-	-	-	-	-	-	-	-	-	-
Heritage buildings	-	-	-	-	-	-	-	-	-	-
Total buildings	**9,188**	**500**	**8,088**	-	**600**	**9,188**	**3,300**	-	**5,888**	-
Total property	**9,188**	**500**	**8,088**	-	**600**	**9,188**	**3,300**	-	**5,888**	-
Plant and equipment										
Plant, machinery and equipment	2,262	-	2,262	-	-	2,262	-	-	2,262	-
Fixtures, fittings and furniture	-	-	-	-	-	-	-	-	-	-
Computers and telecommunications	1,564	-	1,564	-	-	1,564	-	-	1,564	-
Heritage plant and equipment	-	-	-	-	-	-	-	-	-	-
Library books	-	-	-	-	-	-	-	-	-	-
Total plant and equipment	**3,826**	-	**3,826**	-	-	**3,826**	-	-	**3,826**	-
Infrastructure										
Lanes	846	-	846	-	-	846	-	-	846	-
Roads	9,299	-	9,239	-	60	9,299	669	60	8,570	-
Bridges	110	-	110	-	-	110	-	-	110	-
Drainage	-	-	-	-	-	-	-	-	-	-
Recreational, Leisure & Community Facilities	-	-	-	-	-	-	-	-	-	-
Waste Management	75	-	75	-	-	75	-	-	75	-
Parks, Open Space and Streetscapes	6,034	420	5,614	-	-	6,034	200	530	5,304	-
Street Furniture	795	-	795	-	-	795	-	-	795	-
Transport	200	-	-	-	200	200	-	-	200	-
Urban Design/Retail Strips	170	-	170	-	-	170	-	-	170	-
Total infrastructure	**17,529**	**420**	**16,849**	-	**260**	**17,529**	**869**	**590**	**16,070**	-
Total capital works expenditure	**30,543**	**920**	**28,763**	-	**860**	**30,543**	**4,169**	**590**	**25,784**	-

Attachment 2 - Yarra City Council - Proposed SRP - 2021-2024

Yarra City Council
STRATEGIC RESOURCE PLAN

Other Information

For the four years ended 2024

1. Summary of planned capital works expenditure

2022	Total	Asset Expenditure Types				Total	Funding Sources			
		New	Renewal	Expansion	Upgrade		Grants	Contributions	Council Cash	Borrowings
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Property										
Land	-	-	-	-	-	-	-	-	-	-
Land improvements	-	-	-	-	-	-	-	-	-	-
Total land	-	-	-	-	-	-	-	-	-	-
Buildings	14,069	4,708	6,269	-	3,092	14,069	6,900	-	7,169	-
Building improvements	-	-	-	-	- -	-	-	-	-	-
Leasehold improvements	-	-	-	-	-	-	-	-	-	-
Heritage buildings	-	-	-	-	-	-	-	-	-	-
Total buildings	**14,069**	**4,708**	**6,269**	-	**3,092**	**14,069**	**6,900**	-	**7,169**	-
Total property	**14,069**	**4,708**	**6,269**	-	**3,092**	**14,069**	**6,900**	-	**7,169**	-
Plant and equipment										
Plant, machinery and equipment	2,477	60	2,417	-	-	2,477	-	-	2,477	-
Fixtures, fittings and furniture	-	-	-	-	-	-	-	-	-	-
Computers and telecommunications	1,507	-	1,507	-	-	1,507	-	-	1,507	-
Heritage plant and equipment	-	-	-	-	-	-	-	-	-	-
Library books	-	-	-	-	-	-	-	-	-	-
Total plant and equipment	**3,984**	**60**	**3,924**	-	-	**3,984**	-	-	**3,984**	-
Infrastructure										
Lanes	1,068	-	1,068	-	-	1,068	-	-	1,068	-
Roads	9,386	480	8,906	-	-	9,386	679	-	8,707	-
Bridges	-	-	-	-	-	-	-	-	-	-
Drainage	-	-	-	-	-	-	-	-	-	-
Recreational, Leisure & Community Facilities	-	-	-	-	-	-	-	-	-	-
Waste Management	75	-	75	-	-	75	-	-	75	-
Parks, Open Space and Streetscapes	5,444	850	4,594	-	-	5,444	-	900	4,544	-
Street Furniture	620	-	620	-	-	620	-	-	620	-
Transport	5,414	80	-	-	5,334	5,414	-	-	5,414	-
Urban Design/Retail Strips	1,850	-	740	-	1,110	1,850	-	-	1,850	-
Total infrastructure	**23,857**	**1,410**	**16,003**	-	**6,444**	**23,857**	**679**	**900**	**22,278**	-
Total capital works expenditure	**41,910**	**6,178**	**26,196**	-	**9,536**	**41,910**	**7,579**	**900**	**33,431**	-

Attachment 2 - Yarra City Council - Proposed SRP - 2021-2024

Yarra City Council
STRATEGIC RESOURCE PLAN

Other Information

For the four years ended 2024

1. Summary of planned capital works expenditure

2023	Total	Asset Expenditure Types				Total	Funding Sources			
		New	Renewal	Expansion	Upgrade		Grants	Contributions	Council Cash	Borrowings
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Property										
Land	-	-	-	-	-	-	-	-	-	-
Land improvements	-	-	-	-	-	-	-	-	-	-
Total land	-	-	-	-	-	-	-	-	-	-
Buildings	15,335	8,033	6,302	-	1,000	15,335	1,592	-	13,743	-
Building improvements	-	-	-	-	-	-	-	-	-	-
Leasehold improvements	-	-	-	-	-	-	-	-	-	-
Heritage buildings	-	-	-	-	-	-	-	-	-	-
Total buildings	**15,335**	**8,033**	**6,302**	-	**1,000**	**15,335**	**1,592**	-	**13,743**	-
Total property	**15,335**	**8,033**	**6,302**	-	**1,000**	**15,335**	**1,592**	-	**13,743**	-
Plant and equipment										
Plant, machinery and equipment	2,589	-	2,589	-	-	2,589	-	-	2,589	-
Fixtures, fittings and furniture	-	-	-	-	-	-	-	-	-	-
Computers and telecommunications	1,796	-	1,796	-	-	1,796	-	-	1,796	-
Heritage plant and equipment	-	-	-	-	-	-	-	-	-	-
Library books	-	-	-	-	-	-	-	-	-	-
Total plant and equipment	**4,385**	-	**4,385**	-	-	**4,385**	-	-	**4,385**	-
Infrastructure										
Lanes	1,045	-	1,045	-	-	1,045	-	-	1,045	-
Roads	9,312	-	9,312	-	-	9,312	689	-	8,623	-
Bridges	-	-	-	-	-	-	-	-	-	-
Drainage	-	-	-	-	-	-	-	-	-	-
Recreational, Leisure & Community Facilities	-	-	-	-	-	-	-	-	-	-
Waste Management	50	-	50	-	-	50	-	-	50	-
Parks, Open Space and Streetscapes	4,286	150	4,136	-	-	4,286	-	900	3,386	-
Street Furniture	620	-	620	-	-	620	-	-	620	-
Transport	1,540	-	-	-	1,540	1,540	-	-	1,540	-
Urban Design/Retail Strips	708	-	608	-	100	708	-	-	708	-
Total infrastructure	**17,561**	**150**	**15,771**	-	**1,640**	**17,561**	**689**	**900**	**15,972**	-
Total capital works expenditure	**37,281**	**8,183**	**26,458**	-	**2,640**	**37,281**	**2,281**	**900**	**34,100**	-

Attachment 2 - Yarra City Council - Proposed SRP - 2021-2024

Yarra City Council
STRATEGIC RESOURCE PLAN

Other Information

For the four years ended 2024

1. Summary of planned capital works expenditure

2024	Total	Asset Expenditure Types				Total	Funding Sources			
		New	Renewal	Expansion	Upgrade		Grants	Contributions	Council Cash	Borrowings
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Property										
Land	-	-	-	-	-	-	-	-	-	-
Land improvements	-	-	-	-	-	-	-	-	-	-
Total land	-	-	-	-	-	-	-	-	-	-
Buildings	14,957	9,596	5,037	-	324	14,957	1,624	-	13,333	-
Building improvements	-	-	-	-	-	-	-	-	-	-
Leasehold improvements	-	-	-	-	-	-	-	-	-	-
Heritage buildings	-	-	-	-	-	-	-	-	-	-
Total buildings	**14,957**	**9,596**	**5,037**	-	**324**	**14,957**	**1,624**	-	**13,333**	-
Total property	**14,957**	**9,596**	**5,037**	-	**324**	**14,957**	**1,624**	-	**13,333**	-
Plant and equipment										
Plant, machinery and equipment	2,454	-	2,454	-	-	2,454	-	-	2,454	-
Fixtures, fittings and furniture	-	-	-	-	-	-	-	-	-	-
Computers and telecommunications	1,523	-	1,523	-	-	1,523	-	-	1,523	-
Heritage plant and equipment	-	-	-	-	-	-	-	-	-	-
Library books	-	-	-	-	-	-	-	-	-	-
Total plant and equipment	**3,977**	-	**3,977**	-	-	**3,977**	-	-	**3,977**	-
Infrastructure										
Lanes	1,184	-	1,184	-	-	1,184	-	-	1,184	-
Roads	9,607	-	9,607	-	-	9,607	699	-	8,908	-
Bridges	50	-	50	-	-	50	-	-	50	-
Drainage	-	-	-	-	-	-	-	-	-	-
Recreational, Leisure & Community Facilities	-	-	-	-	-	-	-	-	-	-
Waste Management	80	-	80	-	-	80	-	-	80	-
Parks, Open Space and Streetscapes	4,185	150	4,035	-	-	4,185	-	900	3,285	-
Street Furniture	360	-	360	-	-	360	-	-	360	-
Transport	1,740	-	-	-	1,740	1,740	-	-	1,740	-
Urban Design/Retail Strips	1,818	-	1,108	-	710	1,818	-	-	1,818	-
Total infrastructure	**19,024**	**150**	**16,424**	-	**2,450**	**19,024**	**699**	**900**	**17,425**	-
Total capital works expenditure	**37,958**	**9,746**	**25,438**	-	**2,774**	**37,958**	**2,323**	**900**	**34,735**	-

Attachment 2 - Yarra City Council - Proposed SRP - 2021-2024

Yarra City Council
STRATEGIC RESOURCE PLAN

Other Information

For the four years ended 2024

2. Summary of planned human resources expenditure

	2021 $'000	2022 $'000	2023 $'000	2024 $'000
CEO Division				
Permanent - Full time	5,506	5,716	5,931	6,150
Permanent - Part time	1,092	1,114	1,136	1,159
Casual & Temp	863	881	898	916
Total CEO Division	**7,461**	**7,711**	**7,965**	**8,225**
Corporate, Business and Financial Services				
Permanent - Full time	16,896	17,976	18,436	18,904
Permanent - Part time	1,898	2,009	2,049	2,090
Casual & Temp	3	4	4	4
Total Corporate, Business and Financial Services	**18,797**	**19,989**	**20,489**	**20,998**
Planning and Placemaking				
Permanent - Full time	9,806	10,086	10,388	10,695
Permanent - Part time	867	895	913	931
Casual & Temp	396	409	417	426
Total Planning and Placemaking	**11,069**	**11,390**	**11,718**	**12,052**
Community Wellbeing				
Permanent - Full time	20,024	20,524	21,034	21,555
Permanent - Part time	8,338	8,504	8,674	8,848
Casual & Temp	470	480	490	499
Total Community Wellbeing	**28,832**	**29,508**	**30,198**	**30,902**
City Works and Assets				
Permanent - Full time	22,498	23,733	24,308	24,894
Permanent - Part time	2,319	2,550	2,601	2,653
Casual & Temp	191	210	214	219
Total City Works and Assets	**25,008**	**26,493**	**27,123**	**27,766**
Total staff expenditure	**91,167**	**95,091**	**97,493**	**99,943**
	FTE	FTE	FTE	FTE
CEO Division				
Permanent - Full time	39.8	42.8	43.8	44.8
Permanent - Part time	9.7	9.7	9.7	9.7
Casual & Temp	9.0	9.0	9.0	9.0
Total CEO Division	**58.5**	**61.5**	**62.5**	**63.5**
Corporate, Business and Financial Services				
Permanent - Full time	145.9	146.9	147.9	148.9
Permanent - Part time	22.6	22.6	22.6	22.6
Casual & Temp	11.3	11.3	11.3	11.3
Total Corporate, Business and Financial Services	**179.8**	**180.8**	**181.8**	**182.8**
Planning and Placemaking				
Permanent - Full time	79.8	80.8	81.8	82.8
Permanent - Part time	8.0	8.0	8.0	8.0
Casual & Temp	3.6	4.6	4.6	4.6
Total Planning and Placemaking	**91.4**	**93.4**	**94.4**	**95.4**
Community Wellbeing				
Permanent - Full time	181.3	182.3	183.3	184.3
Permanent - Part time	81.3	81.3	81.3	81.3
Casual & Temp	27.1	27.1	27.1	27.1
Total Community Wellbeing	**289.7**	**290.7**	**291.7**	**292.7**
City Works and Assets				
Permanent - Full time	185.9	186.9	187.9	188.9
Permanent - Part time	27.9	27.9	27.9	27.9
Casual & Temp	32.8	34.4	34.4	34.4
Total City Works and Assets	**246.6**	**249.2**	**250.2**	**251.2**
Total staff numbers	**866.0**	**875.6**	**880.6**	**885.6**

Attachment 3 - Yarra City Council - Proposed Long Term Financial Strategy 2020-21-2029-30



Attachment 3 - Yarra City Council - Proposed Long Term Financial Strategy 2020-21-2029-30

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Attachment 3 - Yarra City Council - Proposed Long Term Financial Strategy 2020-21-2029-30

1. INTRODUCTION

Council's Long Term Financial Strategy (LTFS) has been reviewed and updates the strategy adopted by Council in 2019-20.

Key parameters of the LTFS are detailed below:

- Annual rates increase at the current Essential Services Commission (ESC) rate cap level (2.00%) for the duration of the LTFS.
- Reduced revenue is expected in 2020/21 (year 1) across a number of areas due to the financial impacts of the COVID-19 pandemic on the operations of Council. Parking and leisure facility income are expected to be hardest hit.
- An Inflation factor of 2% has been applied to other income and contract payments in line with the rate cap level.
- Efficiency target of $500k recurrent expenditure savings is built into each year.
- Liquidity ratio is maintained above 1.4 over the life of the LTFS.
- Capital replacement ratio is lifted above or equal to 1.5 from Year 2 onwards.

The LTFS document is updated annually as part of the budget preparation process. It is subject to ongoing review and may be updated during the budget year if and when required. This is particularly true for the 2020/21 year as new information on the financial impacts of COVID-19 continues to come to light. This will need to be reflected in Council's long term financial strategy.

2. OBJECTIVE

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

Strong financial management will allow Council to:

- continue to manage the impacts of the COVID-19 pandemic whilst supporting the Yarra community;
- maintain delivery of Council services to the community;
- allow for timely renewal of Council assets;
- provide a reasonable level of funding for asset upgrades, new assets and new initiatives;
- have sufficient cash liquidity to meet operational requirements and to respond to any unexpected financial pressures; and
- maintain low risk financial sustainability ratings.

3. MANAGEMENT OF THE LTFS

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

Each year, the financial assumptions are reviewed. A number of amendments have been required this year as Council seeks to deal with an unprecedented global health crisis in the form of the COVID-19 pandemic. As Council seeks to support the Yarra community through this crisis, a number of assumptions have been included in been incorporated into the LTFS including;

- The delivery of Council's $7.6m community benefits package to assist the Yarra community deal with the impact of COVID-19 and support the community's recovery process;
- A reduction in parking and enforcement income as a result of Council's relaxation of parking restrictions during the early phases of the pandemic and an overall reduction in income throughout 2020/2021 associated with expected overall reduction in economic activity.
- A reduction in user fee income from leisure activities and venues and events stemming from social distancing and lockdown restrictions;
- A reduction in interest on overdue rates in line with Council's COVID-19 Hardship policy;
- The suspension of Council's discretionary spending projects for the 2020/21 year until further information is available to fully comprehend the financial impacts of COVID-19;

Rate capping continues to reduce Council's total potential revenue over the timespan of the LTFS and Council has less control via rates to respond to unexpected financial pressures. Council also has a $32.5m interest only loan due to be repaid in 2021-22, and it is anticipated that Council will need to borrow funds to repay this loan. The LTFS presently assumes that this loan will be refinanced in 2020-21 to ensure no adverse impact on Council's liquidity ratio.

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

This LTFS also proposes to establish a set of financial principles that provide guidance for Council's financial strategy. These are detailed in Appendix 1 – Financial Strategy Principles.

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

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

4. FINANCIAL POSITION BACKGROUND

Council's current financial position (predicted 30 June 2020) is expected to finish slightly below Budget due to the financial impacts of the COVID-19 pandemic. Despite this, Council is performing satisfactorily against benchmark ratio levels established by the Auditor General.

In addition to on-going delivery of established Council services and program of Council asset renewals, Council also receives a variety of requests from the community for new services, expanded service delivery, asset upgrades and new community assets. Council currently has a very limited capacity in discretionary funds to respond to these needs, particularly during a time where the full extent of the financial impact of the COVID-19 pandemic may still not be known for some time. This has led to the necessary decision for to suspend all internally funded discretionary projects for the 2020/21 year until the financial impacts of COVID-19 can be further understood.

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

5. 2020-21 BUDGET POSITION

The 2020-21 Operating Budget supports many services to the community and also provides cash that is used to fund Council's Capital Works Program. The Capital Works Program is critical to Council's ability to maintain, enhance and build assets that meet community needs and underpin the delivery of Council services.

At the adoption of the 2017/18 Budget, Council introduced a liquidity ratio target of 1.4, to be achieved by 30 June 2021 (end of year 1 of this LTFS). The LTFS has been planned to achieve this target.

5.1 CASH HOLDINGS

Council's total cash holding at 30 June 2019 was $87.6m, of which $33.7m was restricted for use on commitments such as the open space reserve, grants commission funding received early, and capital works projects carried over into 2019-20.

For the 2019-20 budget year in progress, Council is forecasting for a cash holding at 30 June 2020 of approximately $77.5m, of which around $36.5m will be again restricted for open space reserve and operating and capital grants carried forward.

For the 2020/21 budget year (the first year of the LTFS), the end of year cash position at 30 June 2021 is expected to be $56.6m (assuming 100% capital budget spend), of which $40.1m will be again restricted for open space reserve and operating and capital grants carried forward. This figure also includes a restricted amount of $0.7m relating to developer contribution income budgeted to be received in 2020/21.

5.1.1 OPEN SPACE RESERVE

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

This LTFS includes the balance in the reserve from 2018-19 of $7.8m, and assumes Council will continue to build up funds in the Reserve in order to potentially acquire land for open space. No acquisitions are currently planned at this time.

6. STRATEGIC ACTIONS

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

6.1 IMPROVING COUNCIL'S WORKING CAPITAL

Council's working capital is coming off a very low base. A reduced capital works program has assisted with improving Council's working capital and liquidity ratio. Nonetheless, additional revenue opportunities and expenditure savings will continue to be sought, including the recurrent efficiency dividend that applies to each year of the LTFS.

6.2 ACQUISITION OF NEW PUBLIC OPEN SPACE

Council has a stated goal of seeking to acquire land for new public open space. Since 2016-17, the LTFS has aligned the acquisition of strategic open space assets with rationalisation of surplus Council assets and asset sales income. This is still a goal in the medium to long term, and could be achieved through leasing or partnerships with external parties. As per 5.1.1, the open space reserve is beginning to grow in value.

6.3 RATE CAPPING

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

The Minister for Local Government has declared the rate cap level for 2020-21 at 2.00%. This follows rate caps of 2.50% in 2019-20, and 2.25% in 2018-19.

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

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

6.4 LOAN BORROWINGS

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

The LTFS assumes refinancing of the $32.5 million interest only loan in 2020-21, slightly ahead of its maturity date, to ensure Council is able to maintain its short-term liquidity ratio in the low risk range. The refinanced loan is assumed to be on a principal and interest basis, which will ultimately allow for the retirement of this debt over 10 years. The $13.5 million loan is to be repaid on a principal and interest term and will be fully redeemed by the end of the LTFS.

The Victorian Auditor-General has indicated through its recommendation on financial ratios that Indebtedness (Non-current liabilities/Own sourced revenue) above 40% places Council in the medium risk category and 60% in the high risk category.

The indebtedness ratio is expected to be 26% at the end of the current 2019-20 budget year. It will improve to 25% at the end of year 1 (2020-21) and will further improve steadily throughout the life to the LTFS to reduce the risk to Council.

6.5 COUNCIL PROPERTY

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

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

6.6 FEES AND CHARGES POLICY

During the 2019/20 year Council adopted a Fees and Charges Policy that provides guidance (specific to each fee/charge category and user group) about how fees and charges will be set in the Schedule of Fees and Charges in each annual Council budget. The Fees and Charges Policy takes account of cost of service provision and objectives for the level of subsidy, cost recovery or return on investment for each service and user group as appropriate and aligned with Council objectives. Compliance with competitive neutrality requirements will also be considered where applicable.

With the approval of the fees and charges policy by Council occurring in 2019/20, it is anticipated that implementation will take full effect in the 2021/22 financial year.

6.7 NEW POPULATION AND DEVELOPMENT

Yarra is experiencing growth in population and households as outlined in Table 1 (still to be updated).

Table 1 – CITY OF YARRA FORECAST POPULATION AND HOUSEHOLDS

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

Source: *Victoria in Future 2016*

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

The LTFS provides for no net growth in labour costs to accommodate the increased population and dwellings being serviced. Requirements to fulfil statutory obligations or increased customer demand must be achieved within the existing workforce allocation.

6.8 ENHANCED DEBTOR MANAGEMENT

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

6.9 LEGAL FEES

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

6.10 ASSET RENEWAL, NEW AND UPGRADE EXPENDITURE

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

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

This LTFS indicates minimal funding available for new initiatives and discretionary projects in 2020/21 (year 1) until the full financial impact of the COVID-19 pandemic is understood. Available funding for new initiatives and discretionary projects in the short to medium term is already relatively low, with risk that this could further diminish as a result of COVID-19, and also the need to prioritise the renewal of existing assets to ensure financial sustainability.

7. KNOWN MATTERS TO BE QUANTIFIED

7.1 FUTURE INITIATIVES

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

- Fitzroy Town Hall precinct – master planning for future use and associated capital works
- Collingwood Town Hall precinct, including Soldiers and Sailors Hall – master planning for future use and associated capital works
- Further Sustainability and Environment initiatives
- Open Space Strategy review (including open space contributions review)

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

7.2 CONTINGENT LIABILITIES

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

- Ongoing financial impact of the COVID-19 pandemic, the full extent of which may not be understood for some time
- Future calls from the Local Government Defined Benefits Scheme.
- Costs associated with changes arising from the reform of the HACC service and NDIS.
- Potential for future market cost increases in waste and recycling and the impact of this on Council, particularly under the four bin collection model.

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

8. OPERATING ACTIVITIES

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

Table 2 - FINANCIAL PERFORMANCE ($'000)

	Forecast Actual 2019-20 $'000	Budget 2020-21 $'000	Budget 2021-22 $'000	Budget 2022-23 $'000	Budget 2023-24 $'000	Budget 2024-25 $'000	Budget 2025-26 $'000	Budget 2026-27 $'000	Budget 2027-28 $'000	Budget 2028-29 $'000	Budget 2029-30 $'000
	Forecast Actual	Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	Yr 6	Yr 7	Yr 8	Yr 9	Yr 10
REVENUES											
Rates - general	111,691	115,869	119,531	122,910	126,357	129,873	133,458	137,116	140,847	144,652	148,534
Statutory fees and fines	29,235	25,454	34,720	35,414	36,122	36,845	37,582	38,333	39,100	39,882	40,680
User fees	26,658	25,427	34,581	35,273	35,978	36,698	37,432	38,180	38,944	39,723	40,517
Grants-Operating	14,151	14,399	13,871	14,148	14,431	14,720	15,014	15,315	15,621	15,933	16,252
Grants-Capital	2,994	4,169	7,579	2,281	2,323	2,365	2,408	2,452	2,496	2,542	2,587
Contributions - OSR	6,500	4,500	4,500	4,500	4,500	4,500	4,500	4,500	4,500	4,500	4,500
Contributions - Other	271	1,156	1,900	1,900	1,900	1,900	1,900	1,900	1,900	1,900	1,900
Net gain/(loss) on disposal of PP&E	180	160	170	170	170	170	170	170	170	150	150
Other income	5,341	2,278	3,487	3,737	3,987	4,237	4,487	4,737	4,987	5,237	5,487
TOTAL INCOME	**197,021**	**193,412**	**220,339**	**220,333**	**225,768**	**231,308**	**236,951**	**242,703**	**248,565**	**254,519**	**260,607**
EXPENSES											
Employee Costs	86,890	90,028	93,929	96,308	98,734	101,208	103,733	106,307	108,933	111,612	113,844
Materials & services	69,038	75,663	80,635	78,886	80,613	82,207	83,137	84,799	86,495	88,939	90,004
Depreciation	22,800	23,800	24,300	24,800	25,300	25,800	26,300	26,800	27,300	27,800	28,300
Amortisation - right-of-use assets	971	880	736	667	16	-	-	-	-	-	-
Bad and doubtful debts	5,000	5,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000
Borrowing costs	2,035	1,867	1,777	1,603	1,421	1,231	1,032	823	630	466	295
Finance costs - leases	165	118	72	25	-	-	-	-	-	-	-
TOTAL EXPENSES	**186,899**	**197,356**	**205,449**	**206,289**	**210,084**	**214,446**	**218,202**	**222,729**	**227,358**	**232,817**	**236,443**
Net (Surplus) /Deficit	**10,422**	**(3,944)**	**14,890**	**14,074**	**15,684**	**16,862**	**18,749**	**19,974**	**21,207**	**21,702**	**24,164**
Other comprehensive income	-	-	-	-	-	-	-	-	-	-	-
Net asset reval increment	52,204	-	52,465	-	52,727	-	52,991	-	53,256	-	53,522
Comprehensive result (surplus)/deficit	**62,626**	**(3,944)**	**67,355**	**14,074**	**68,411**	**16,862**	**71,740**	**19,974**	**74,463**	**21,702**	**77,686**
WDV of assets sold	200	350	350	350	350	350	350	350	350	350	350
Proceeds from sales	405	510	520	520	520	520	520	520	520	500	500

OPERATING ACTIVITIES REVENUE

RATE REVENUE

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

Table 3 - RATES ESTIMATES ($'000)

	Year 1 2020-21	Year 2 2021-22	Year 3 2022-23	Year 4 2023-24	Year 5 2024-25	Year 6 2025-26	Year 7 2026-27	Year 8 2027-28	Year 9 2028-29	Year 10 2029-30
General rates raised	115,098	118,420	121,808	125,265	128,790	132,386	136,053	139,794	143,610	147,503
Special rates & other charges	245	245	245	245	245	245	245	245	245	245
Supplementary rates	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Pensioner rate rebate & other offsets	(474)	(483)	(493)	(502)	(512)	(522)	(532)	(542)	(553)	(564)
Interest on overdue rates	0	350	350	350	350	350	350	350	350	350
Totals	**115,869**	**119,531**	**122,910**	**126,357**	**129,873**	**133,458**	**137,116**	**140,847**	**144,652**	**148,534**

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

FEES AND CHARGES

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

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

PARKING REVENUE

Parking revenue is a reflection of the statutory charges established by the State Government and also reflects the growing pressure on parking space within the City. Parking revenue can be influenced by many external factors such as economic conditions, clearway policy and fuel prices. The removal of street car parking for community benefits such as additional bicycle lanes and the associated downward pressure that this creates on parking income is also an important consideration. For these reasons a conservative approach to growth in this revenue source has been applied, recognising that it will continue to grow, albeit at a slower rate than Council may have previously experienced. The LTFS estimates of parking revenue are shown in Table 4 where it can be seen that in 2020-21 (year 1) it is expected that the COVID-19 pandemic will have a significant impact on Council's parking revenue.

Table 4 - PARKING REVENUE ESTIMATES ($'000)

	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30
Parking Revenue	25,454	34,720	35,414	36,122	36,845	37,582	38,333	39,100	39,882	40,680

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

GOVERNMENT GRANTS - OPERATING

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

INTEREST INCOME

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

OPERATING ACTIVITIES EXPENSES

EMPLOYEE COSTS

Employee benefits include all labour related expenditure, including agency staff. Employee costs are largely governed by Council's Enterprise Bargaining Agreement, presently at 2% p.a. For years 2-10 an estimate has been provided that is based on predicted average weekly earnings increases. No allowance has been made been made in the LTFS for:

- additional labour expenses to related to the impact of expected population and dwelling growth; and
- possible further contributions to a top-up call from the Local Government Defined Benefits Scheme (Vision Super).

CONTRACTS

Contract costs generally increase in excess of the CPI, reflecting the growth in average weekly wages and material costs. The LTFS assumes a 2% cost increase in line with the rate cap.

MATERIALS AND SERVICES

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

The State government recently announced an increase in Landfill levy taxes for the 2020/21 year. This combined with rising market costs in the waste market represents a significant cost pressure to the LTFS and in particular funding available for discretionary projects in future years.

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

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

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

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

DEPRECIATION

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

DOUBTFUL DEBTS

Bad and doubtful debts expenses remained at $5m in 2020-21 (year 1 of the LTFS), consistent with the 2019-20 forecast, in order to reflect the ongoing issues with Fines Victoria and the impact this is having on Council's collectability and thus cashflow. Bad and doubtful debts is reduced back to historical level from year 2 onwards to reflect an anticipated resolution to the issues presently being experienced with Fines Victoria.

9. CAPITAL WORKS EXPENDITURE

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

Table 5 – ESTIMATED CAPITAL EXPENDITURE ($'000)

	Year 1 2020-21	Year 2 2021-22	Year 3 2022-23	Year 4 2023-24	Year 5 2024-25	Year 6 2025-26	Year 7 2026-27	Year 8 2027-28	Year 9 2028-29	Year 10 2029-30
Renewal & Upgrade	29,623	35,731	29,098	28,212	32,055	36,683	35,493	33,426	34,291	35,031
New	920	6,179	8,183	9,746	6,739	2,654	4,747	8,217	8,895	10,410
Total	30,543	41,910	37,281	37,958	38,794	39,337	40,240	41,643	43,186	45,441

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

Ongoing review of the classification of expenditure between operating and capital for both budgeting and actual expenditure recording is being undertaken. Typically a significant transfer of expenditure from capital to operating occurs as part of the end of year accounting adjustment and review of budget definitions will reduce this variance and better reflect the division of expenditure in the first instance.

ASSET RENEWAL CAPITAL WORKS

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

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

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

NEW AND UPGRADE CAPITAL WORKS

The new assets and asset upgrade portions of the capital works program have been based on assessments undertaken for the 2020-21 budget preparation.

The majority of the works associated with the Depot relocation grant from the State Government is currently assumed to take place in years 3 and 4 of the LTFS.

10. FINANCIAL POSITION

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

Table 6 - FINANCIAL POSITION ($'000)

BALANCE SHEET	FC Actual 2019-20 $'000	Budget 2020-21 $'000	Budget 2020-21 $'000	Budget 2022-23 $'000	Budget 2023-24 $'000	Budget 2024-25 $'000	Budget 2025-26 $'000	Budget 2026-27 $'000	Budget 2027-28 $'000	Budget 2028-29 $'000	Budget 2029-30 $'000
	FC Actual	Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	Yr 6	Yr 7	Yr 8	Yr 9	Yr 10
Current Assets											
Cash and cash equivalents	77,517	56,638	70,233	68,586	68,202	68,398	70,168	72,477	76,474	80,084	84,151
Trade and other receivables	19,621	28,522	8,206	7,203	6,259	5,376	4,552	3,788	3,152	2,592	2,111
Other Financial Assets	0	0	0	0	0	0	0	0	0	0	0
Inventories	129	129	129	129	129	129	129	129	129	129	129
Non Current assets classified as held for sale	0	0	0	0	0	0	0	0	0	0	0
Other Assets	620	620	620	620	620	620	620	620	620	620	620
Total Current Assets	**97,887**	**85,909**	**79,188**	**76,538**	**75,211**	**74,523**	**75,468**	**77,014**	**80,375**	**83,425**	**87,011**
Non -Current Assets											
Trade and other receivables	235	235	235	235	235	235	235	235	235	235	235
Property, plant and equipment ,infrastructure	2,051,005	2,057,399	2,127,123	2,139,251	2,204,286	2,216,930	2,282,608	2,295,698	2,362,947	2,377,983	2,448,297
Right-of-use assets	2,299	1,420	683	16	0	0	0	0	0	0	0
Total Non-Current Assets	**2,053,539**	**2,059,054**	**2,128,041**	**2,139,502**	**2,204,521**	**2,217,165**	**2,282,843**	**2,295,933**	**2,363,182**	**2,378,218**	**2,448,532**
Total Assets	**2,151,426**	**2,144,963**	**2,207,229**	**2,216,040**	**2,279,731**	**2,291,688**	**2,358,312**	**2,372,947**	**2,443,557**	**2,461,643**	**2,535,543**
Current Liabilities											
Trade and other payables	9,733	9,733	9,733	9,733	9,733	9,733	9,733	9,725	9,325	9,325	9,325
Trust funds and deposits	12,454	12,454	12,454	12,454	12,454	12,454	12,454	12,454	12,454	12,454	12,454
Provisions	13,158	13,158	13,158	13,158	13,158	13,158	13,158	13,158	13,158	13,158	13,158
Interest bearing loans and borrowings	1,218	1,308	4,110	4,303	4,505	4,717	4,939	3,453	3,616	3,787	3,925
Lease liabilities	851	765	751	17	0	0	0	0	0	0	0
Total Current Liabilities	**37,414**	**37,418**	**40,206**	**39,665**	**39,850**	**40,062**	**40,284**	**38,790**	**38,553**	**38,724**	**38,862**
Non-Current Liabilities											
Provisions	1,393	1,393	1,393	1,393	1,393	1,393	1,393	1,393	1,393	1,393	1,393
Other Liab	2,792	2,392	1,992	1,592	1,192	792	392	0	0	0	0
Lease liabilities	1,533	769	19	0	0	0	0	0	0	0	0
Interest bearing loans and borrowings	41,331	39,972	33,245	28,942	24,437	19,720	14,781	11,328	7,712	3,925	0
Total Non-Current Liabilities	**47,049**	**44,526**	**36,649**	**31,927**	**27,022**	**21,905**	**16,566**	**12,721**	**9,105**	**5,318**	**1,393**
Total Liabilities	**84,463**	**81,944**	**76,855**	**71,592**	**66,872**	**61,967**	**56,850**	**51,511**	**47,658**	**44,042**	**40,255**
Net Assets	**2,066,963**	**2,063,019**	**2,130,374**	**2,144,448**	**2,212,859**	**2,229,721**	**2,301,462**	**2,321,436**	**2,395,899**	**2,417,601**	**2,495,288**
Equity											
Accumulated surplus	671,931	664,077	675,367	685,841	697,925	711,187	726,337	742,711	760,318	778,700	799,864
Reserves	1,395,032	1,398,942	1,455,007	1,458,607	1,514,934	1,518,534	1,575,125	1,578,725	1,635,581	1,638,901	1,695,424
Total Equity	**2,066,963**	**2,063,019**	**2,130,374**	**2,144,448**	**2,212,859**	**2,229,721**	**2,301,462**	**2,321,436**	**2,395,899**	**2,417,601**	**2,495,288**

ASSETS

RECEIVABLES

Current receivables (net) are budgeted to be $28.5 million at the end of 2020-21 (LTFS year 1).

INVENTORIES AND ASSETS HELD FOR SALE

The remaining current asset items have been left at budgeted 2019-20 levels.

PROPERTY, INFRASTRUCTURE AND PLANT AND EQUIPMENT

Property, infrastructure and plant and equipment is based on estimates for additions and disposals net of depreciation. An escalation factor of 0.5% has been allowed every two years from 2019-20 for the asset revaluation increment.

OTHER RECEIVEABLES

Non-current receivables have been kept at budgeted 2019-20 levels.

LIABILITIES

PAYABLES

Payables are budgeted to be $9.7 million at the end of 2020-21 (LTFS year 1) and remain stable across the LTFS.

TRUST FUNDS

Trust funds and deposits are budgeted to be $12.4 million at end 2020-21 and remain stable across the LTFS.

EMPLOYEE PROVISIONS (CURRENT AND NON-CURRENT)

Employee provisions are budgeted to be $14.5 million at end 2020-21 and remain stable across the LTFS.

INTEREST BEARING LOANS AND BORROWINGS

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

OPEN SPACE RESERVE

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

11.CASH FLOW

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

Table 7 - CASH FLOWS ($'000)

	Forecast Actual 2019-20 $'000	Budget 2020-21 $'000	Budget 2021-22 $'000	Budget 2022-23 $'000	Budget 2023-24 $'000	Budget 2024-25 $'000	Budget 2025-26 $'000	Budget 2026-27 $'000	Budget 2027-28 $'000	Budget 2028-29 $'000	Budget 2029-30 $'000
	Forecast Actual	Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	Yr 6	Yr 7	Yr 8	Yr 9	Yr 10
Cash Flows from operating activities											
Receipts											
Rates	103,324	103,239	137,586	121,683	125,094	128,574	132,124	135,745	139,438	143,206	147,048
Statutory Fees & Fines	27,773	24,182	32,984	33,643	34,316	35,003	35,703	36,417	37,145	37,888	38,646
User Fees	26,658	25,427	34,581	35,273	35,978	36,698	37,432	38,180	38,944	39,723	40,517
Grants Operating	14,151	14,399	13,871	14,148	14,431	14,720	15,014	15,315	15,621	15,933	16,252
Grants Capital	2,993	4,169	7,579	2,281	2,323	2,365	2,408	2,452	2,496	2,542	2,587
Contributions - OSR	6,500	4,500	4,500	4,500	4,500	4,500	4,500	4,500	4,500	4,500	4,500
Contributions - Other	271	1,156	1,900	1,900	1,900	1,900	1,900	1,900	1,900	1,900	1,900
Other Receipts	5,341	2,278	3,487	3,737	3,987	4,237	4,487	4,737	4,987	5,237	5,487
	187,011	**179,350**	**236,488**	**217,165**	**222,529**	**227,997**	**233,568**	**239,246**	**245,031**	**250,929**	**256,937**
Payments											
Payments to employees	(86,590)	(90,028)	(93,929)	(96,308)	(98,734)	(101,208)	(103,733)	(106,307)	(108,933)	(111,612)	(113,844)
Payments for mat & serv	(69,438)	(76,062)	(81,035)	(79,256)	(81,013)	(82,607)	(83,537)	(85,199)	(86,895)	(88,939)	(90,004)
	(156,028)	(166,090)	(174,964)	(175,564)	(179,747)	(183,815)	(187,270)	(191,506)	(195,828)	(200,551)	(203,848)
Net cash provided by (used in) operating activities	**30,983**	**13,260**	**61,524**	**41,601**	**42,782**	**44,182**	**46,298**	**47,740**	**49,203**	**50,378**	**53,089**
Cash Flows from investing activities											
Payments for property plant and equipment,infrastructure	(37,300)	(30,543)	(41,910)	(37,281)	(37,958)	(38,794)	(39,337)	(40,240)	(41,643)	(43,186)	(45,441)
Proceeds from sale of PP&E	405	510	520	520	520	520	520	520	520	500	500
Net cash provided by (used in) investing activities	**(36,895)**	**(30,033)**	**(41,390)**	**(36,761)**	**(37,438)**	**(38,274)**	**(38,817)**	**(39,720)**	**(41,123)**	**(42,686)**	**(44,941)**
Cash Flows from financing activities											
Finance Costs	(2,035)	(1,867)	(1,777)	(1,603)	(1,421)	(1,231)	(1,032)	(823)	(630)	(466)	(294)
Interest paid - lease liability	(165)	(118)	(72)	(25)	0	0	0	0	0	0	0
Repayment of lease liability	(882)	(851)	(765)	(751)	(17)	0	0	0	0	0	0
Proceeds from borrowings	0	32,500	0	0	0	0	0	0	0	0	0
Repayment of borrowings	(1,142)	(33,770)	(3,925)	(4,108)	(4,290)	(4,481)	(4,679)	(4,888)	(3,453)	(3,616)	(3,787)
Net cash provided by (used in) financing activities	(4,224)	(4,106)	(6,539)	(6,487)	(5,728)	(5,712)	(5,711)	(5,711)	(4,083)	(4,082)	(4,081)
Net increase (decrease) in cash and cash equivalents	(10,136)	(20,879)	13,595	(1,647)	(384)	196	1,770	2,309	3,997	3,610	4,067
Cash and cash equivalents at the beginning of financial year	87,653	77,517	56,638	70,233	68,586	68,202	68,398	70,168	72,477	76,474	80,084
Cash and cash equivalents at end of financial year	77,517	56,638	70,233	68,586	68,202	68,398	70,168	72,477	76,474	80,084	84,151

12.KEY INDICATORS

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

Table 8 – PROJECTED KEY FINANCIAL INDICATORS

	VAGO	LGPRF	Yarra	FC Actual	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
	Low Risk	Target Range	Target	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30
Net Result (Net result/Total Rev)	>0%	N/A	>5%	5.3%	-2.0%	6.8%	6.4%	6.9%	7.3%	7.9%	8.2%	8.5%	8.5%	9.3%
Adj. underlying result (Net Result/Total Rev) - Adj for Capex funding	>5%	(20%) - 20%	>5%	0.4%	-7.5%	0.4%	2.5%	3.2%	3.6%	4.4%	4.8%	5.1%	5.2%	6.0%
Liquidity (Current Assets/Current Liabilities)	>1.0	1.0-4.0	>1.4	2.62	2.30	1.97	1.93	1.89	1.86	1.87	1.99	2.08	2.15	2.24
Unrestricted Cash (Unrestricted Cash/Current Liabilities)	N/A	10%-300%	>100%	84%	18%	44%	44%	61%	52%	47%	45%	47%	47%	50%
Debt Commitment (Int & Principal Repayments/Rate Rev)	N/A	0%-20%	<5%	3%	31%	5%	5%	5%	4%	4%	4%	3%	3%	3%
Internal Financing (Net Operating Cash Flow/Net Capex)	>100%	N/A	>100%	84%	44%	149%	113%	114%	115%	119%	120%	120%	118%	118%
Indebtedness (Total Non-Current Liab/Own Sourced Rev)	<40%	2%-70%	<40%	26%	25%	18%	16%	13%	10%	8%	6%	4%	2%	1%
Capital Replacement (Cash Flows for Capex/Depn)	>1.5	N/A	>1.5	1.64	1.28	1.72	1.50	1.50	1.50	1.50	1.50	1.53	1.55	1.61
Renewal Gap (Renewal Spend/Depn)	>1.0	0.40-1.30	>1.0	1.50	1.24	1.47	1.17	1.12	1.24	1.39	1.32	1.22	1.23	1.24

Attachment 3 - Yarra City Council - Proposed Long Term Financial Strategy 2020-21-2029-30

APPENDIX 1 – FINANCIAL STRATEGY PRINCIPLES

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

The Financial Strategy Principles are outlined below:

Balanced and Sustainable Budget

Council will:

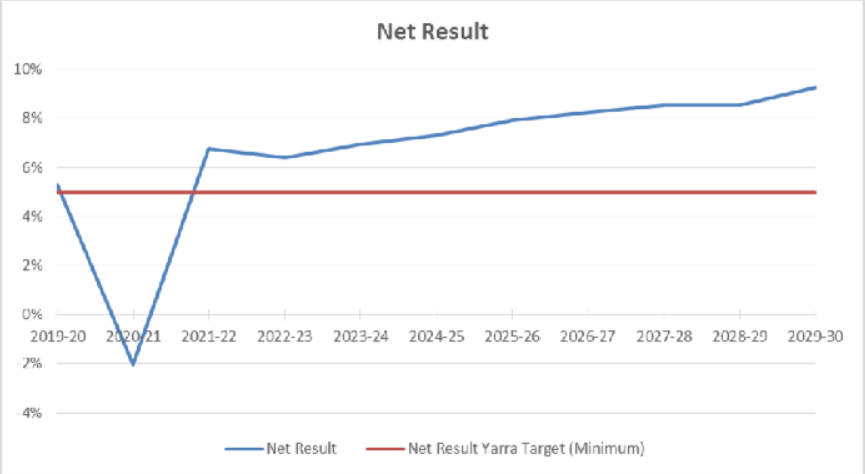
- Manage the immediate and ongoing financial impacts of the COVID-19 pandemic to safeguard long-term financial sustainability.
- Implement a sustainable budget and conservative financial strategy that caters for short and long-term requirements.
- Achieve a Liquidity Ratio of 1.4 by Year 1 of the LTFS (2020/21) to ensure the maintenance of the required level of cash to meet operational requirements as well as build cash reserves for contingencies that may arise. Strengthening this position over the years of the LTFS is also a future goal.
- Maximise the level of grants and subsidies received from Victorian and Commonwealth governments to achieve a better share of government taxes for the community.
- Debt servicing and debt redemption will be maintained within the financial capacity of Council reflected in a cap on indebtedness (P&I) of less than 40%.
- Direct funds from asset sales to the purchase of new, upgrade assets or re-establishment of working capital.
- Trust Funds and Statutory Reserves will be fully cash backed at 30 June each year.

Asset management

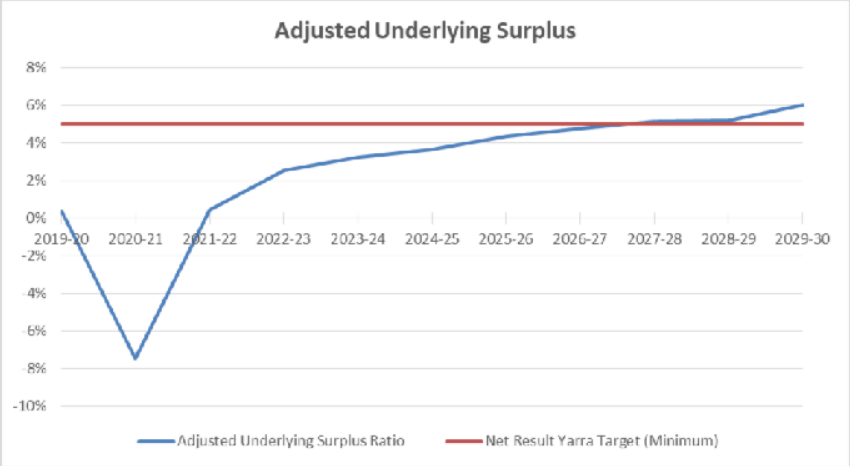
Council will (when funding is available):

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

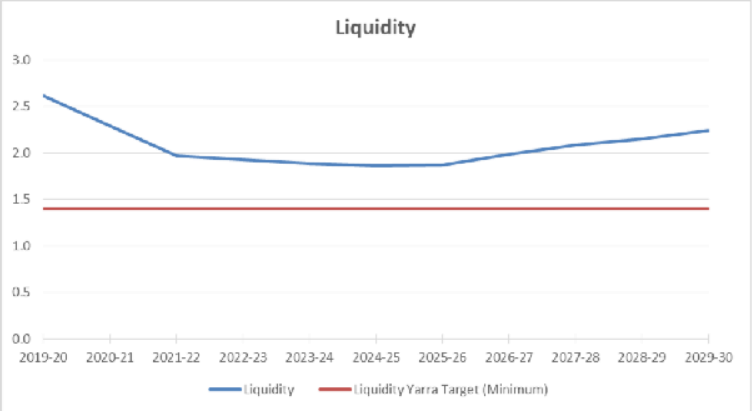
APPENDIX 2 – KEY FINANCIAL INDICATORS

Indicator	Description	Long Term Target Range for Yarra
Net Result	This measures how much of each dollar collected as revenue translates to net result. A positive result indicates a surplus, and the larger the percentage, the stronger the result. Net Result Total Revenue VAGO High Risk = less than negative 10% Medium Risk = Negative 10% to zero Low Risk = Greater than 0%  Council's net result drops in 2020-21 due to the financial impacts of the COVID-19 pandemic. It peaks in 2021-22 due to grant funding for a number of Capital projects and continues to steadily increase over the life of the LTFS.	More than 5%

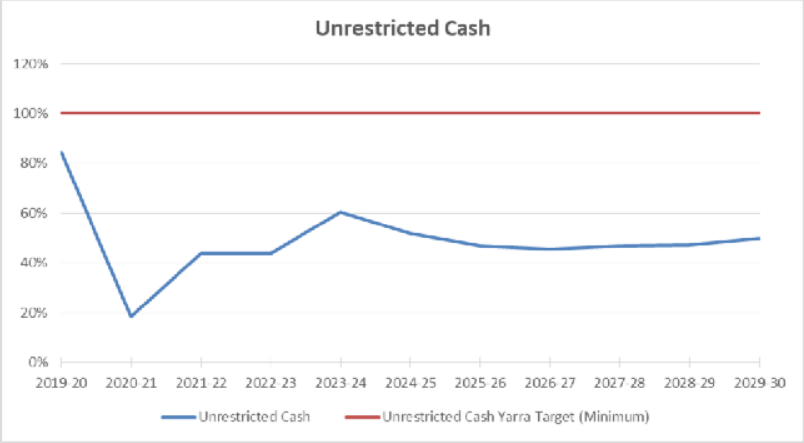
Attachment 3 - Yarra City Council - Proposed Long Term Financial Strategy 2020-21-2029-30

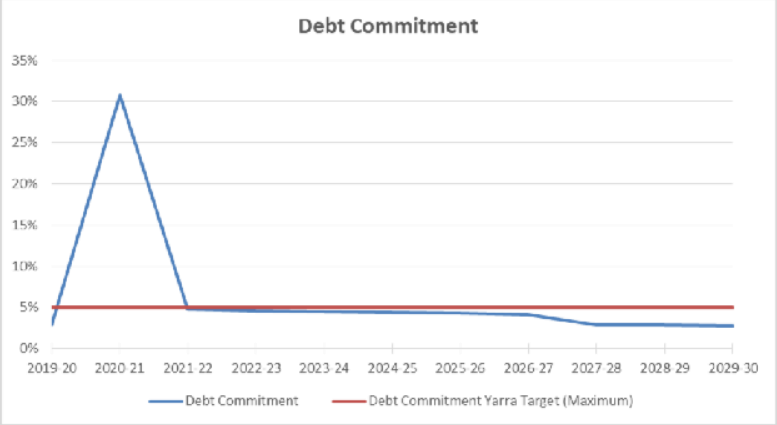
Indicator	Description	Long Term Target Range for Yarra
Adjusted Underlying Result	An indicator of Council's ability to generate surplus in the ordinary course of business excluding non-recurrent capital grants, non-monetary asset contributions, and other contributions used to fund capital works. A surplus or increasing surplus suggests an improvement in the operating position. Adjusted underlying surplus Adjusted underlying revenue VAGO High Risk = less than 0% Medium Risk = 0% - 5% Low Risk = Greater than 5%  Council's adjusted underlying surplus drops below 0% during 2020-21 due to the financial impacts of the COVID-19 pandemic. Council's ratio progressively improves over the life of the LTFS to a low risk range by year 9.	More than 5%

Attachment 3 - Yarra City Council - Proposed Long Term Financial Strategy 2020-21-2029-30

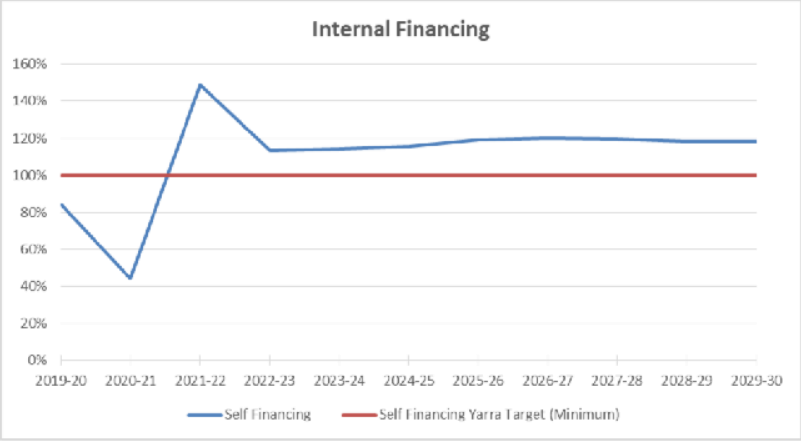
Indicator	Description	Long Term Target Range for Yarra
Liquidity	Measures Council's ability to pay existing liabilities in the next 12 months. A ratio greater than 1.0 means there are more cash and liquid assets than short-term liabilities. Current assets Current liabilities VAGO High Risk = less than 75% Medium Risk = 75% to less than 100% Low Risk = greater than 100%  Council maintains a liquidity ratio above 1.4 throughout the life of the LTFS, placing Council in the low risk range.	Greater than 1.4

Attachment 3 - Yarra City Council - Proposed Long Term Financial Strategy 2020-21-2029-30

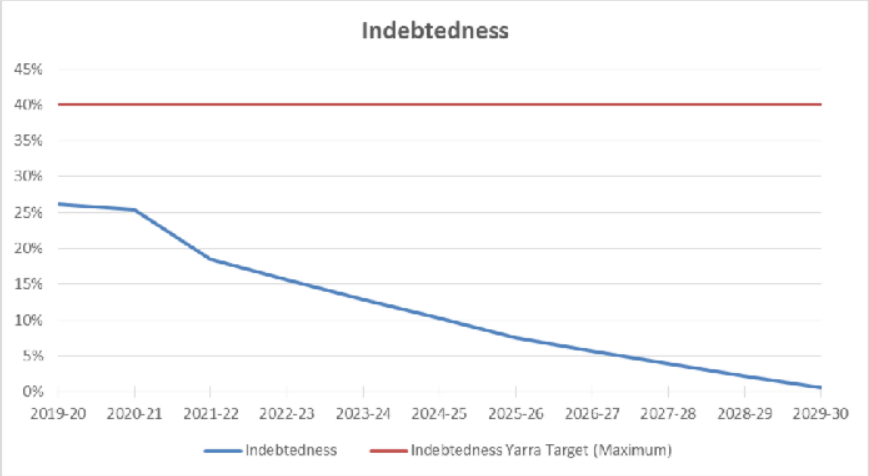
Indicator	Description	Long Term Target Range for Yarra
Unrestricted Cash	To assess Council's freely available cash level. Unrestricted Cash Current liabilities LGV Expected Target: 10% to 300% Local Government Performance and Reporting Indicators No VAGO guidance  Council's unrestricted cash is an indicator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

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

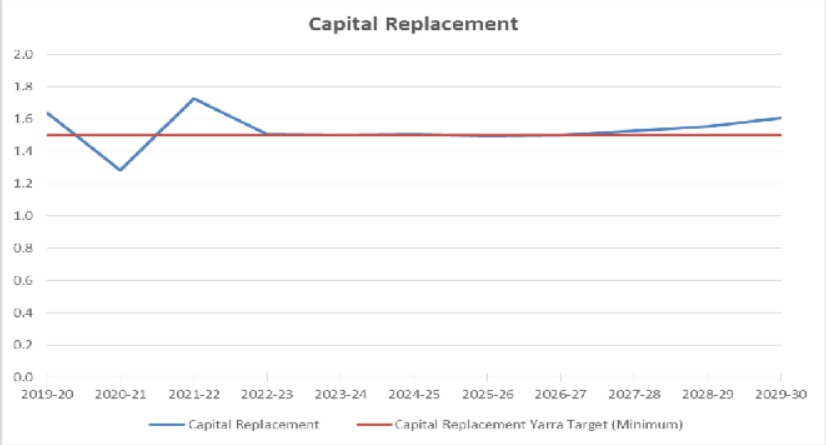
Attachment 3 - Yarra City Council - Proposed Long Term Financial Strategy 2020-21-2029-30

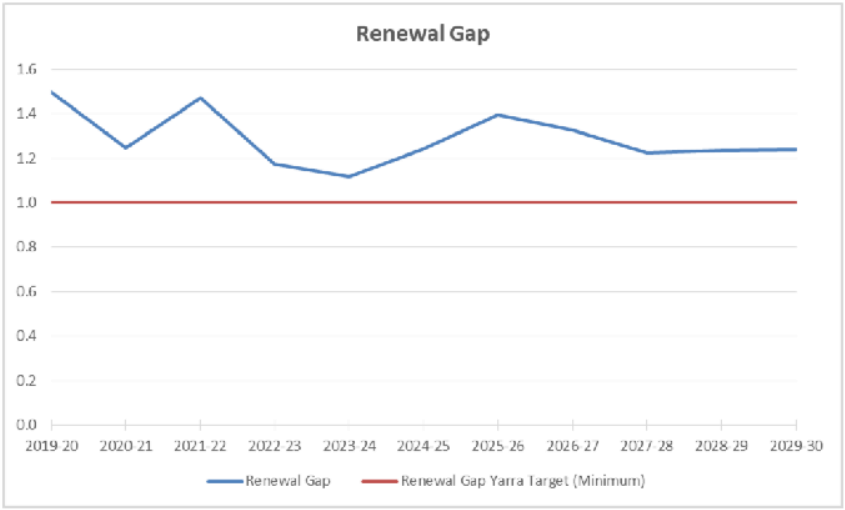
Indicator	Description	Long Term Target Range for Yarra
Internal Financing	Assesses Council's ability to finance capital works using cash generated by its operating cash flows. The higher the percentage, the greater the ability Council has to finance capital works from its own funds. Net operating cash flows Underlying revenue VAGO High Risk Less than 75% Medium Risk 75% - 100% Low Risk = Greater than 100%  Council's internal financing is an indicator that will require monitoring over the life of the LTFS.	Greater than 100%

Attachment 3 - Yarra City Council - Proposed Long Term Financial Strategy 2020-21-2029-30

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

Attachment 3 - Yarra City Council - Proposed Long Term Financial Strategy 2020-21-2029-30

Indicator	Description	Long Term Target Range for Yarra
Capital Replacement	This ratio compares the rate of spending on capital works with depreciation. A ratio of less than 1.5 means that capital spend is not keeping pace with the consumption of Council's assets. Capital expenditure Depreciation VAGO High Risk Less than 1.0 Medium Risk 1.0-1.5 Low Risk >1.5  The downward spike in 2020-21 is due to the deferral of expenditure on new capital projects until the financial impact of the COVID-19 pandemic is fully understood.	Greater than 1.5

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

Attachment 4 - Reasons for Councils 2020/21 Budget Decision

Reasons for Council's Budget Decision

In making a decision in relation to the proposed Yarra City Council 2020/21 Budget, Council is required to consider all submissions made to it in accordance with section 223 of the Local Government Act 1989. In informing submitters of its decision, Council is required to provide reasons for its decision. Those reasons, as they relate to each submission, are set out in the following table.

Topic	Sub'n ID	Reason
Aboriginal programs and events Climate Emergency Nature Strategy Bicycle infrastructure	50	Council agrees wholeheartedly that these issues are inextricably interlinked. The traditional custodians of this land we now call Australia had taken care of the land and everything that lives on it for over 65,000 years. There is much for us to learn from that rich history. At the same time, Aboriginal people were severely affected by diseases introduced to this country from the First Fleet and to this current day the Aboriginal community is most vulnerable to a broad range of health issues. As you note, we do have a continuing and strong commitment to the Wurundjeri Woi Wurrung community in Yarra and to the Aboriginal and Torres Strait Islander more broadly. This is reflected in the Yana Ngargna Action Plan which was formed out of extensive consultation with community members. Right now, the local Aboriginal and Torres Strait Islander community is engaged in current consultation with regard to Council's support for the Black Lives Matter movement for which we seek their recommendation of actions that we can take to make a difference in this local context. The conversation is ongoing and we are listening intently. It is pleasing to hear your support for this important work. There are many crucial actions from the Climate Emergency Plan that are already being progressed within existing resources, and we will continue to do so. However, like many other businesses and organisations, Yarra Council has faced significant COVID-19 pandemic-related budget constraints which have greatly impacted the Council budget. For this reason, we have not been able to fund some further Climate Emergency Plan actions in this budget. Rather, Officers will prepare a status report in late 2020 that will inform a mid-year budget review and the 2021/22 budget. Council recognises the importance of providing safe bicycle infrastructure to support people cycling to and through Yarra, and that there is a significant opportunity to support people riding bikes to help provide more capacity on public transport during the COVID-19 pandemic. Council endorsed a Stage 1 COVID-19 transport response trials at the Council meeting on 23 June 2020, which includes a number of trial projects to create improved spaces for cycling and physical distancing. In addition, $400,000 has been dedicated to funding the recently installed Elizabeth Street protected bike lanes trial. More information about this project can be found at: https://yoursayyarra.com.au/elizabeth-street Council is aware of the Local Roads and Community Infrastructure Program and plans to make a submission. If Council receives a grant, it is envisaged that part of the funding will be used to support sustainable transport in Yarra. Funding for a Nature Strategy Officer position has been allocated in the operational budget to implement the Nature Strategy; this position will progress actions, and seek opportunities to partner and attract external support and funding to deliver on the priorities of the Strategy.
Animal Management	39	The Domestic Animal Act is a public safety Act. Therefore Council has a responsibility to enforce the requirements of the Act to maintain community safety from roaming dogs, improper exercising of dogs and dog attacks etc. it is appropriate that this diversion sits within the Compliance to ensure

Attachment 4 - Reasons for Councils 2020/21 Budget Decision

Topic	Sub'n ID	Reason
		this responsibility is maintained. All revenue goes into general Council funds.
Arts funding	1	We understand that you applied for a COVID-19 Quick Response Grants for Creative Community and were not successful. Council officers do not complete the assessment. This is performed by an independent panel of members of the Arts sector who are selected due to their knowledge and experience, as well as diversity. The independent panel noted that the budget was not clear as to what the funds would be spent on, that there was no supporting documentation to support the application and that due consideration wasn't given to COVID-19 impact, specifically social distancing measures. It was further noted by the panel that while there was capacity to produce the work in this ongoing project, there was no outcome articulated, which is a requirement of this grant. The Creative Community Covid-19 Quick Response grants funded $125k, (request for grants totalled $324k). A total of 140 applications were submitted, with 56 being successful. The nature of the grants process is that it is competitive, but the process strives to be transparent and accountable, with a diversity of views and backgrounds represented in decision making.
Arts funding	53	We acknowledge that the consortium is well-regarded, both in the City of Yarra and nationally. Your respective efforts to foster collaboration and innovation are laudable and appreciated by Council and the community. Unfortunately, the request for $50,000 in grant support cannot be met within any of Council's existing community grant streams. The twelve-day Polyphonic Social Festival (May–June 2021), with co-curated art, music, and performance, has obvious potential. However, more information is needed. The submission does not articulate specific community benefits. There is no information on festival project governance, the financial position of the organisations, what the funding will be spent on and how the balance of $250K funding will be sourced. To date, organisations have not received COVID-19 support grants from Council if they can access alternate funding. We are aware that the Commonwealth Government is providing $75 million in grants for new festivals, concerts, tours and events once social distancing eases and $35 million in cash for major arts and culture organisations in theatre, dance, circus and music . The Victorian Government also has a $16.8 million arts survival package. It is also important to note that most granting of moneys by Council are open to competitive rounds and independent assessment. The only exception is Celebrate Yarra Triennial Grants, which is available by invitation only at $105,000 per annum (Lunar Festival, Spanish Fiesta and Gertrude Street Projection Festival).
Basketball facilities	49	In response to your submission we acknowledge the increased patronage within our open spaces during the COVID 19 shutdown and recognise that specific facilities such as basketball hoops and courts are in high demand. Your request to add a basketball half court within the Linear Park (between Nicholson Street and St Georges Rd) is noted to supplement the existing basketball half court on the eastern side of St Georges Road. In order to realise this request, suitable planning and consultation is required to be completed to ensure this is an appropriate use and location within Yarra's open space network. Your suggestion will be considered as part of future planning of the Inner Circle Linear Parklands.

Attachment 4 - Reasons for Councils 2020/21 Budget Decision

Topic	Sub'n ID	Reason
Bicycle Infrastructure	15	Council officers presented the Stage 1 COVID-19 active transport response trials at the Council meeting on 23 June 2020. A Council resolution (with amendments) was passed to deliver some of the proposed trials – this can be seen in the Council minutes on the YCC web site for that Council meeting. $400k was also dedicated to the Elizabeth Street bike lanes trial in last year's budget and that project, as a trial, has just been implemented. It is also noted that the Hawthorn Bridge (connecting Bridge Road, Richmond to Burwood Road, Hawthorn) is part of the State Government's Strategic Cycling Corridors. Yarra's Bike Strategy Refresh notes that Council will work with the State Government to deliver its Strategic Cycling Corridors, however there are currently no plans to upgrade that particular corridor in 2020/21.
Bicycle Infrastructure	45	Council acknowledges the need for improvement to the Merri Creek trail as a significant off-road cycling path in Yarra. A report to Council on 19 March 2020 noted that the ability to construct a shared path between the South Morang railway line and Merri Creek cliff face (next to Rushall Station) is identified as highly complex due to the very substantial existing railway and power company infrastructure and the existing vegetation and significant geological formation at the Merri Creek embankment. The costs and complexity of the shared path project was considered too significant and it was recommended that the proposal not proceed further in the context of these existing constraints and issues. A Council resolution was carried to suspend the Rushall Reserve Shared Path project and continue commitment to fund and deliver improvements to Yarra's off-road shared path network. As such, the project has not been included in 2020/21 budget.
Bluestone laneways Graffiti management	26	Bluestone is considered a heritage material and is to be always be retained under Councils Infrastructure Materials Policy. Each year Council reconstructs numerous bluestone laneways around the municipality in the Capital Works Program. The Council's Road Materials Policy requires a smooth and safe path created where possible within laneways that have primary pedestrian access or are a pedestrian thoroughfare. As such and in line with the policy, the bluestones are cut in half with the smooth side up to ensure that the final surface is even and safe for all road users, especially the disabled, infirmed and vulnerable road users. The cut bluestones meet the slip resistance guidelines as per relevant standards. Council would not consider removing bluestone laneways and replacing with asphalt laneways. Please note, graffiti removal from private property will only be considered where it has a significant impact on public amenity and/or is a shopping centre, a gateway or an area of high prominence or where residents are frail aged or living with a disability. Graffiti removal kits are available free of charge to residents for more information call us on 9205 5555 or email info@yarracity.vic.gov.au.
Brunswick Street Master Plan	63	With the adoption of the Brunswick Street Streetscape masterplan, future projects for funding are now able to be strategically justified. It was not possible to fund any Brunswick Street capital projects in the 2020/21 budget due to budget restrictions resulting from the consequences of

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Topic	Sub'n ID	Reason
Climate Emergency Plan Heritage Strategy Draft Open Space Strategy		COVID. However, the budget includes $60K to investigate all of the options for King William and Condell Streets to increase public space and movement as recommended and prioritised in the masterplan. This will provide the feasibility data and technical information required to proceed to design in future years with the most suitable outcome for implementation. Regarding the support of our retail precincts, our economic development unit is working closely with Yarra businesses and our business advisory committee to determine what kind of support is most needed, and what strategies and events can encourage visitation to the street over the next 12 months. It is pleasing to hear your support for this important work of the Climate Emergency Plan. There are many crucial actions from the Climate Emergency Plan that are already being progressed within existing resources, and we will continue to do so. However, like many other businesses and organisations, Yarra Council has faced significant COVID-19 pandemic-related budget constraints which have greatly impacted the Council budget. For this reason, we have not been able to fund some further Climate Emergency Plan actions in this budget. Rather, Officers will prepare a status report in late 2020 that will inform a mid-year budget review and the 2021/22 budget. Council intends to progress initiatives in the Heritage Strategy, however, budgetary pressures, due primarily to COVID and Council's community and business support package, means implementation has been delayed. Yarra City Council have secured State Government funding to create a new pocket park in Otter Street, Collingwood. This road closure is proposed at the Smith Street intersection (two streets south of Johnston Street). Council are excited about this initiative and look forward to developing a new public open space for local workers and residents. Further information about this project is located here; https://yoursayyarra.com.au/otter-street-park
Brunswick Street North	41 43 55 58 60 61	Council officers are committed by way of Council endorsement to implementing the LAPM 3 plan for North Fitzroy and funding to implement this is subject to Council's annual budget process. This endorsed LAPM plan has been through the rigorous assessment and community consultation process. The study page can be found in the following link: https://yoursayyarra.com.au/improving-northfitzroy The suggestion of narrowing Brunswick Street North to one lane, immediately south of Park Street, would impact traffic flows and would need to go through the rigorous assessment and consultation process of a LAPM study to be considered for implementation. Further, slow points rely on equal or constant traffic flows from both directions to work well. Slow points are generally quite wide and require the removal of parking spaces on both sides of the street. It is currently in the endorsed LAPM plan to install kerb extensions, upgrade road humps and line-marking in Brunswick Street North.
Capital expenditure Council expenditure	17	Council's Infrastructure Team have the responsibility to maintain and renew infrastructure assets as per the Local Government Act (LGA) and Road Management Act (RMA). Council maintains a long term program of planned capital works (renewal of existing assets, upgrades to existing assets and new asset acquisitions or constructions). Programmed inspections and audits in accordance with Council's Road Management

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Topic	Sub'n ID	Reason
Brunswick Street Master Plan		Plan and relevant Asset Management Plans inform our maintenance and a complete forward program of capital works for at least a ten-year horizon. This program undergoes a comprehensive review and update as part of our annual planning process, to ensure that it reflects the latest asset condition information, usage patterns and service needs (current and projected), and also to ensure that the program is affordable in relation to Council's proposed annual budget and long-term financial strategy (LTFS). While undertaking any programmed maintenance and capital works Council always ensures to use recycled materials where possible. This includes recycled crushed rock and asphalt that contains glass and Recycled Asphalt Product (RAP). We have also trialled asphalts products that use plastic and printer tonner. Recycled plastic has also been used for street furniture renewals and in boardwalks in the municipality. Council includes green infrastructure (permeable pavement, raingardens, passive irrigation planter beds, gross pollutant traps etc) and increases tree planting where possible. Bluestone laneways are considered heritage and are renewed accordingly based on condition assessments and usage needs to ensure that laneways are fit for purpose, safe and meet Council's obligations under the Road Management Act. Laneways are renewed in accordance with Council's Roads Material Policy which means the laneways originally constructed from bluestone material will be reconstructed using bluestone, reusing material where possible. Melbourne Water (MW) recently completed major utility works in George Street (south of Kerr Street to Victoria Parade). As part of this project Council officers negotiated a full width resheet of the road, in the area where works were undertaken by MW. Council have now programmed footpath, kerb, channel and road resheet works in George Street, north of Kerr Street to Alexandra Parade (where MW works and subsequent reinstatement did not occur). Whilst Council has delayed the introduction of the 4 bin waste system due to the impacts of COVID-19, Council recently endorsed the roll out of a glass bin for implementation in October 2020. Officers believe this new service can be implemented at close to cost neutral and at no additional cost to rate payers and service recipients. With the recent adoption of the Brunswick Street Streetscape masterplan by Council, future projects for funding are now able to be strategically justified. It was not possible to fund any Brunswick Street capital projects in the 2020/21 budget due to budget restrictions resulting from the consequences of COVID. However, the budget includes $60K to investigate all of the options for King William and Condell Streets to increase public space and movement as recommended and prioritised in the masterplan. This will provide the feasibility data and technical information required to proceed to design in future years with the most suitable outcome for implementation. Regarding the support of our retail precincts, our economic development unit is working closely with Yarra businesses and our Business Advisory Committee to determine what kind of support is most needed, and what strategies and events can encourage visitation to the street over the next 12 months. The increase in expenditure is being driven by a change in the mix of staff within the Corporate Planning and Performance branch. This year, the Corporate Planning and Performance branch is responsible for leading a significant project to develop Yarra's first Community Vision.

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Topic	Sub'n ID	Reason
Child care subsidies	21	Yarra City Council invests in early childhood services (and facilities) to support families and provide quality learning opportunities for young children. Expenditure on education and care contributes to the wellbeing of the community. Access to and participation in quality early education and care is linked to achieving higher levels of employment, financial security and improved health outcomes in adulthood. Officers inform Council annually about demand and supply for Council's education and care services. Yarra's Priority of Access Policy also ensures that Council prioritises the allocation of places in Council services, or service provided in Council facilities, to support vulnerable and/or local families' access to services. The effectiveness of the Policy is demonstrated by the profile of families enrolled in Council's long day care service: 17% of all enrolled families have low incomes and a further 3% of families are assessed as at risk or requiring additional support. Furthermore, most enrolled families in Council's kindergarten and long day care services are Yarra residents. Council charges $122.10 for up to 10.5 hours of care. In Yarra, the average fee for long day care is $130.78 and this includes those services providing more than 10.5 hours of care.
City amenity Brunswick Street Master Plan	31	All retail strips are swept 7 days per week on night shift as part of Councils Street Sweeping programs. In addition to the nightly sweeps these areas are patrolled for dumped waste and litter control during the day 7 days per week. Brunswick Street is a very high activity area including the night economy and requires continuous attention. Council allocated a significant amount of resource and budget to retail and entertainment precincts. Council Officers continue to investigate all matters and take appropriate enforcement action as required. Council also provides an 'after hour' service to respond to any breaches and conduct pro-active street patrols in relation to traders and their permit requirements. The Council has recently approved the Brunswick Streetscape Masterplan and the Council budget for 2020/21 allocates some money for some design work – this includes $60K to investigate all of the options for King William and Condell Streets to increase public space and movement as recommended and prioritised in the masterplan. This will provide the feasibility data and technical information required to proceed to design in future years with the most suitable outcome for implementation. Social behaviour is not a matter that Council can deal with directly – that is a Police matter. Design of improved public spaces does, however, assist in the ambience of an area – Council will seek to fund other parts of the masterplan over coming years. Further, our economic development unit is working closely with Yarra businesses and our Business Advisory Committee to determine what kind of support is most needed, and what strategies and events can encourage visitation to the street over the next 12 months.
Climate Emergency Waste Services Nature Strategy	51	It is pleasing to hear your support for this important work. There are many crucial actions from the Climate Emergency Plan that are already being progressed within existing resources, and we will continue to do so. However, like many other businesses and organisations, Yarra Council has faced significant COVID-19 pandemic-related budget constraints which have greatly impacted the Council budget. For this reason, we have not been able to fund some further Climate Emergency Plan actions in this

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Topic	Sub'n ID	Reason
Aboriginal programs and events Parking and permit fees		budget. Rather, Officers will prepare a status report in late 2020 that will inform a mid-year budget review and the 2021/22 budget. These are three crucial actions from the Climate Emergency Plan, and ones that are being progressed within existing resources, and we will continue to do so. However, like many other businesses and organisations, Yarra Council has faced significant COVID-19 pandemic-related budget constraints which have greatly impacted the Council budget. For this reason, we have not been able to fund some further Climate Emergency Plan actions in this budget. Rather, Officers will prepare a status report in late 2020 that will inform a mid-year budget review and the 2021/22 budget. Council is committed to waste reduction and maximising reuse and recycling of materials. Council adopted a 4 bin residential collection system in December 2019, however has had to defer implementation of that due to the impacts of COVID-19. Council did resolve on 23 June however to endorse the implementation of a glass-only bin, commencing in October 2020. More detail on this change will be communicated in the lead up to implementation. Funding for a Nature Strategy Officer position has been allocated in the operational budget to implement the Nature Strategy; this position will progress actions, and seek opportunities to partner and attract external support and funding to deliver on the priorities of the Strategy. As you note, we do have a continuing and strong commitment to the Wurundjeri Woi Wurrung community in Yarra and to the Aboriginal and Torres Strait Islander community more broadly. This is reflected in the Yana Ngargna Action Plan which was formed out of extensive consultation with community members. Council is keen to ensure that all activities in the Action Plan are fully supported and is committed to maintaining funding in order to deliver on the actions in the Yana Ngargna Plan. Furthermore, the local Aboriginal and Torres Strait Islander community is engaged in consultation with regard to Council's support for the Black Lives Matter movement for which we seek their recommendation of actions that Council can take to make a difference in our Australian and local context. The conversation is ongoing and we are listening intently. Following the Public Parking Forum it is apparent that there are a diverse range of views about parking. Any fee increase therefore needs to reflect community expectations and the current economic situation.
Climate Emergency	54	It is pleasing to hear your support for this important work. There are many crucial actions from the Climate Emergency Plan that are already being progressed within existing resources, and we will continue to do so. However, like many other businesses and organisations and as you have noted, Yarra Council has faced significant COVID-19 pandemic-related budget constraints which have greatly impacted the Council budget. For this reason, we have not been able to fund some further Climate Emergency Plan actions in this budget. Rather, Officers will prepare a status report in late 2020 that will inform a mid-year budget review and the 2021/22 budget. In regards to some specific comments: - There are indeed many benefits of improved streetlights, including supporting cycling and pedestrian safety and this is an important post-COVID response. - Council has and is undertaking immediate actions to improve sustainable transport, and is both progressing the background work for the

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		development of an Integrated Transport Plan and will also review funding in the mid-year review. - A review of community climate emergency delivery will be undertaken in 2020/21.
Collingwood Children's Farm	23	Council officers have agreed to continue to develop a Memorandum of Understanding between Yarra City Council and the Collingwood Children's Farm that formalises the ongoing relationship and sets out the scope and extent of support and benefits to each party. At this time, there is not support for a specific budget allocation from Council to the Farm, over and above the existing Young Farmer's Program Council Grant.
Community facilities and infrastructure Capital expenditure	56	Council has a number of strategic planning documents that inform the needs and priorities for community infrastructure and includes the use of relevant demographic information to forecast population changes. Projects are planned for in Council's long term program of capital works and are delivered via the annual capital works program taking into account a number of financial sustainability risk indicators. Council maintains a long term program of planned capital works (renewal of existing assets, upgrades to existing assets and new asset acquisitions or constructions). This is a complete forward program of capital works for at least a ten-year horizon, and longer in the case of major acquisitions or redevelopments. This program undergoes a comprehensive review and update as part of our annual planning process, to ensure that it reflects the latest asset condition information, usage patterns and service needs (current and projected), and also to ensure that the program is affordable in relation to Council's proposed annual budget and long-term financial strategy (LTFS). Council's policy for developing the capital works program guides the allocation of capital expenditure for the renewal of existing assets as a first priority (along with funding Council operations), with available remaining funding then able to be directed towards the highest priority asset upgrades and new asset acquisitions/constructions that are in line with Council's adopted strategies and master plans, according to the available projected funding based on Council's overall financial position. Council through its LTFS also tracks a series of financial sustainability risk indicators used by the Victorian Auditor-General's Office (VAGO) in each forward year of the LTFS including the current proposed annual budget. Key indicators for the capital works program are the Renewal Gap and Capital Replacement Ratios. The Renewal Gap ratio (being capital renewal expenditure divided by total depreciation) has a VAGO target of being at least 1.0 for low risk and this is achieved in each forwards year of the LTFS. The Capital Replacement Ratio (being total capital expenditure divided by total depreciation) has a VAGO target of being at least 1.5 for low risk, and this is achieved in all forwards years of the LTFS excepting 2020/21 (the current proposed annual budget), largely due to the deferral of many planned asset upgrades and new asset projects due to the significant budget impacts of the current coronavirus (COVID-19) pandemic.
Council expenditure	6	Council's employees are our biggest asset and without them Council would be unable to deliver all of the programs, services and infrastructure that our community value so highly. It is also Council's biggest cost. Council have worked closely with relevant unions to ensure that any wage increases are fair and equitable for employees and enable Council to

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		attract and retain the necessary human resources to deliver our programs and services. This has also been done with the interests of ratepayers in mind. As such the decision has been made to freeze Executive salaries for the 2020/21 financial year, with the proposed deferral of all other salary increases for the first 2 months of the year.
Council expenditure Construction fees Community and economic support package	47	Council undertakes process reviews in accordance with its business improvement framework and priorities. In response to your specific example, charity collectors are required to apply for a permit if collecting on public land. Permits are not onerous and are free for registered charities. Permit conditions are required to manage the number of collectors as well as amenity impacts and ensuring pedestrian access. Permit fees vary based on residential or commercial works application. City of Yarra charges a higher rate for commercial compared to residential (on average 40% price variance). Permits always include an inspection fee as all permits are inspected for safety and compliance with relevant legislation (Council Local Laws, Planning Act and Road Management Act etc.). These costs are reviewed each year and included in the annual budget. Yarra Council developed the COVID-19 Support Package in April, and it involved a number of actions to support the local community. A third of those actions involved the granting of funds. The grants aimed at addressing some of the most pressing issues that were an immediate result of the pandemic, including support for the creative and business community, food relief, and family violence. A total of almost $700k was granted for the issues above. Careful consideration has been given to the planning for the next tranche of grants, including analysing research on the effects of Covid-19 in the community, and discussions with services and stakeholders. The areas of focus for the grants will include: material aid, addressing family violence, recovery for the creative community, tackling social isolation, and assisting with digital access.
Council expenditure	48	Yarra City Council employees approximately 879 full time equivalent staff. Of these, 798.5 would be classified as permanent and therefore salaried staff.
Council expenditure Darling Gardens	57	In accordance with the Local Government Act 1989, Council is required to undertake a formal mid-year budget review in December 2020, which will likely be presented to Council in February 2021. Quarterly forecasting is not a requirement under the Local Government Act 1989, however in the current environment, the need for this increased level of reporting will be considered throughout the course of the year. This will be determined by an assessment of whether there have been material changes in key budget assumptions, the financial impacts of which Council should be made aware of. Council also undertakes monthly reviews of its actual financial results. With regard to Council's Long Term Financial Strategy, it is unlikely that the current environment will provide meaningful and informed financial information that is representative of future financial direction, as such the next update of this document is planned to be in conjunction with the 2021/22 budget, but will be no later than October 2021 as required under the new Local Government Act.

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		The layout of the path network, avenues and individual trees all contribute to the significance of the Darling Gardens. This project does not alter the alignment or material of the paths and all trees will be afforded protection, which will be supervised by arborists during the works. This type of renewal project is a normal response to aging infrastructure. It is Council's responsibility to ensure that all of its assets are regularly renewed or replaced to ensure that they remain fit for use. The defects in the paths need to be rectified which if left unresolved will only become worse; further localised patching will not resolve the ongoing issues with the current conditions of the paths. The Edinburgh Gardens water storage project has been part funded by City West Water, via a grant of $800k, delivering good value to City of Yarra. This project commenced in July 2020, and will be completed by the end of August 2020 and is therefore not able to be postponed.
Darling Gardens	65	The defects in the Darling Gardens paths are due to a number of causes, which includes, but are not limited to: vehicle movements that are part of normal park maintenance activities; underlying reactive soils, typical to Clifton Hill, which expand, contract and move in response to wetting and drying from weather and irrigation; tree growth—especially root plates, structural roots and buttresses; and infrastructure construction and maintenance. The causes of these defects will continue and this project seeks to address the cumulative damage caused to the paths, since last renewed. This type of renewal project is a normal response to aging infrastructure. It is Council's responsibility to ensure that all of its assets are regularly renewed or replaced to ensure that they remain fit for use. Localised patching will not adequately resolve the deteriorating condition of the pathways.
Dog friendly parks	8	Atherton Gardens is a highly valued portion of open space within Fitzroy and as you have noted is used extensively for exercise and free play. Enclosed areas tend to elicit unsupervised dog walking which can be create conflict with other user groups. Council officers intend to keep Atherton Gardens unfenced for this reason. Condell Street (adjacent to the Town Hall) is included within the recently adopted Brunswick Street Streetscape Masterplan. Improvements within this Town Hall Civic Precinct include creation of a new expanded public space. It is currently noted that this space could contain the following; • Improved community garden with the potential to be expanded • Community facilities such as shelter, BBQ, drinking fountains, lawn and picnic seating • A new pedestrian link with new lighting and significant tree planting • More seating and gathering spaces Design development is proposed to be undertaken within 2020/21 financial year to further progress the design of this space. Further community consultation will form part of this process and would provide an additional forum to request dog-walking facilities. We acknowledge the concern from dog owners that there is a lack of both dog off-lead areas and single purpose dog agility parks. Given the limited quantity of public open space within Yarra this is a complex issue to resolve. Yarra's Open Space Strategy (currently in draft format) includes a recommendation to undertake a major review of the Domestic Animal Management Plan. This action is to be recommended as a priority task

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		(implemented within years 1-4) and the means to strategically guide how the needs of dog walkers can be met within the municipality. Yarra Bend Park is managed by Parks Victoria, which can be contacted on email (info@parks.vic.gov.au) or phone (131 963) to discuss bins, rubbish and drinking fountains.
Drainage and flood damage	25	As per the advice provided to residents over the last few months, Council has undertaken extensive investigation into this matter and shared the findings with Melbourne Water. Melbourne Water is currently undertaking a catchment wide review to identify any possible measures to reduce the flooding impact in Glass Street.
Economic development initiatives Community and Economic Support Package Council expenditure Rates	59	In response to your submission to reallocate funds: Bluestone laneways are renewed based on condition assessments and usage needs to ensure that laneways are fit for purpose, safe and meet Council's obligations under the Road Management Act. Laneways are renewed in accordance with Council's Roads Material Policy which means the laneways originally constructed from bluestone material will be reconstructed using bluestone, reusing material where possible. The defects in the Darling Gardens paths are due to a number of causes, which includes, but are not limited to: vehicle movements that are part of normal park maintenance activities; underlying reactive soils, typical to Clifton Hill, which expand, contract and move in response to wetting and drying from weather and irrigation; tree growth—especially root plates, structural roots and buttresses; and infrastructure construction and maintenance. The causes of these defects will continue and this project seeks to address the cumulative damage caused to the paths, since last renewed. This type of renewal project is a normal response to aging infrastructure. It is Council's responsibility to ensure that all of its assets are regularly renewed or replaced to ensure that they remain fit for use. The defects in the paths pose trip and fall risks for the community, particularly for those who are older or infirm. Those risks are not easily mitigated, and sometimes made worse, by localised patching and deferring the project increases Council's exposure to those risks. Yarra Libraries provides a valuable service to its community members through the provision of physical resources (books, CDs, DVDs etc.) and also electronic resources and free online courses by accessing LinkedIn Learning (which the community members can be access via computers at the libraries if they don't have access to one at home). The library resources budget allocation allows for the update of the physical and electronic collection of resources to ensure current, relevant collections that respond to changing community priorities and needs in accordance with the Yarra Libraries Collection Development Policy and Yarra Libraries Annual Collection Plans. The Brunswick Street Oval Precinct Redevelopment is a major upgrade to the formal sporting and community facilities centred on the Brunswick St Oval (WT Peterson Oval) within Edinburgh Gardens, being the grandstand, the tennis pavilion/courts and the community room. This project has significant funding of $6.5m being provided by the State Government. The $500k allocation in 2020/21 for design development ($450k external contribution and $50k of Council funding) will allow a detailed designed to be developed and the relevant Heritage and Yarra Planning Scheme permit processes to be undertaken. In response to your submission for New Initiatives:

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		1.	Council does not have the capacity or desire to create a food delivery platform to compete with the likes of UberEats, however there is the emergence of a number of more cost effective options on the market now such as MrYum who only take a 4.5% fee that businesses can engage.
		2.	We are currently trialling this in 4 locations across Yarra, and are looking to extend the offer to more businesses. We are also heavily promoting the option for businesses to use their neighbours footpath space where available, as additional trading/waiting space.
		3 & 8	By simply being a member of Yarra libraries, individuals and new business owners can access thousands of free online courses by accessing LinkedIn Learning. Libraries have computers that can be used by the community if they don't have access to one at home.
		4.	Yarra Council developed the COVID-19 Support Package in April, and it involved a number of actions to support the local community. A third of those actions involved the granting of funds. Careful consideration has been given to the planning for the next tranche of grants, including analysing research on the effects of Covid-19 in the community, and discussions with services and stakeholders. Among this information includes the acknowledgement of the impending cessation of Jobseeker and Job keeper payments, as well as the freeze on rental increases and mortgage payments being lifted. Council recognises the serious impact these matters will cause the community, and has planned a grants program to address the most critical areas affected.
		5.	The areas of focus for the grants will include: material aid, addressing family violence, recovery for the creative community, tackling social isolation, and assisting with digital access.
		6.	Rates represent Council's primary source of income and are integral to Council being able to provide the range of programs, services and infrastructure that our community values so highly. In addition to the rising costs associated with maintaining such service levels, the 2020/21 proposed budget also includes additional costs associated with the delivery of Council's COVID-19 community and economic support package. The combination of rising costs, reduced income from other sources due to COVID-19, and additional support being proposed to help our community through the impacts of the COVID-19 pandemic, makes it necessary for Council to apply an increase to its rates for the 2020/21 financial year. Council's proposed rate increase of 2% is in line with the rate cap under the State Governments Fair Go Rating System and is consistent with many other Council's that are experiencing similar financial pressures. Council understands that many of our ratepayers are experiencing financial hardship as a consequence of the COVID-19 pandemic. As such Council's COVID-19 hardship policy provides increased flexibility and payment options for those experiencing financial hardship, including a freeze on interest charges through to 30 June 2021. Ratepayers experiencing financial hardship are encouraged to contact Council to discuss assistance that can be provided. In relation to your own historical rate increases I can advise that the rate cap is applied to the average property rate throughout the municipality. The actual increase/decrease experienced by each individual ratepayer is a function of the increase/decrease in their

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		annual property valuation, relative to the average increase in all property valuations across the municipality.
		7. Yarra City Council has 2 separate fixed term loans. A $13.5 million facility with Commonwealth Bank of Australia and a $32.5 million facility with Westpac Banking Corporation. Council's facility with Westpac is due to mature in September 2021, at which point Council will need to borrow to repay this loan. This will provide Council with the opportunity to take advantage of locking in a lower rate given the current cost of debt in the market. The loan with Commonwealth Bank Australia is a fixed term loan maturing in May 2027. This facility has a fixed interest rate which precludes Council from renegotiating without incurring a break fee. Such a fee would far outweigh any savings that would be achieved from negotiating a lower interest rate.
Footpaths	28	Yarra City Council received $259,000 in funding from the Local Roads and Community Infrastructure Program. We are still waiting on a formal letter of agreement for this funding, and this will be used to fund identified priority roads projects from Councils adopted Capital Works Program. There is a footpath on the eastern side of View Street that connects Riverview Grove with Killop Street in Alphington. Council do not believe an additional footpath is required on the western side of View Street.
Graffiti management	4	The graffiti budget is approximately $800,000 per annum. Council's focus is to utilise the budget in the most efficient and effective manner. Graffiti is an ongoing challenge for all Councils and Yarra has adopted a proactive approach in high prominence areas such as retail strips and gateways. Over the past 18 months based on audit data the volume of graffiti has been reduced by 30%. Over the next several years this will incrementally improve and the budget will be reviewed on an annual basis. As part of the Council's Road Management Plan (RMP), every footpath is inspected regularly to identify any tripping hazards which are treated within the timeframes specified in the RMP. We encourage residents to report any specific concerns and they will be inspected and rectified where needed, call us on 9205 5555 or email info@yarracity.vic.gov.au.
Heritage Strategy Darling Gardens	42	Council intends to progress initiatives in the Heritage Strategy, however, budgetary pressures, due primarily to COVID and Council's community and business support package, means implementation has been delayed. Yarra Libraries have processed/catalogued the local histories we hold across all the libraries and they are available to the public upon request. Usage is restricted to within the library. Any new material that comes into the collection is processed accordingly. The layout of the path network, avenues and individual trees all contribute to the significance of the Darling Gardens. This project does not alter the alignment or material of the paths and all trees will be afforded protection, which will be supervised by arborists during the works. This type of renewal project is a normal response to aging infrastructure. It is Council's responsibility to ensure that all of its assets are regularly renewed or replaced to ensure that they remain fit for use. There are significant defects in the paths which require rectification to maintain the asset in good condition and for the safe travel of community members using the paths. Patching the paths is not an effective way to deal with the current conditions of the paths.

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Topic	Sub'n ID	Reason
Hydrotherapy pool	46	In 2016, Council Officers undertook a feasibility study looking at the potential to build a hydrotherapy pool at each of Council's leisure facilities – Collingwood Leisure Centre, Fitzroy Swimming Pool and Richmond Recreation Centre. The feasibility study determined that building a hydrotherapy pool would cost approximately $8.1 million and that none of the three sites in their current state were suitable. Subsequently, the Recreation and Leisure Services Team undertook a master planning process of Council's three centres that aimed to identify and address the future needs and direction for all leisure facilities in alignment with the participation, health and wellbeing objectives contained within the Council Plan. Officers will consider the potential to provide a warm water program pool as part of any major redevelopment of the existing Leisure facilities. Council undertook a trial, utilising local hydrotherapy facilities, however, due to the low numbers participating in hydrotherapy programs and the alternative options available to Yarra residents, including four local hospitals and an Aged Care venue with hydrotherapy facilities, and public hydrotherapy options available within a relatively close proximity, it was determined that the most appropriate immediate response was to develop an information flyer outlining all of the nearby and accessible hydrotherapy services within Yarra and how to make contact with My Aged Care, NDIS, Access Health and Community as well as Council's Community Transport Service. The Recreation and Leisure Services team has worked together with the Aged and Disability team to disseminate the flyer, with the aim to increase awareness of access and availability to nearby hydrotherapy programs and services and ensure consistent information is shared across the City of Yarra.
Integrated Transport Plan Parking and permit fees LAPM funding	37	Council recognises the challenges and potential impacts of traffic congestion and parking issues in relation to population growth and long term trends. As identified in Yarra's Climate Emergency Plan 2020 – 2024, the formulation of an Integrated Transport Plan and Parking Management Plan will investigate and analyse how provision and management of on and off street car parking can support uptake of sustainable transport modes. 4.3 of the Climate Emergency Plan includes an action to consider appropriate approaches that could restrain the provision of off-street parking and also work towards the introduction of a parking overlay in the Yarra Planning Scheme to reduce the on-site car parking requirements for new developments, due to the availability of public and sustainable transport options. It is envisaged that any recommendations of an Integrated Transport Plan and Parking Management Plan relating to changing off-street parking provision requirements would, through planning scheme amendment processes, seek changes to the car parking provisions of the Yarra Planning Scheme. That formal amendment would require public processes of a planning scheme amendment to be followed and to then seek the Minister for Planning approval. An Integrated Transport Plan would also identify priority capital works projects to support active transport (improved cycling facilities and pedestrian areas). Further, the Climate Emergency Plan notes that in order to facilitate the uptake of sustainable modes of transport and the long-term reduction of private car use, road and parking space would be reallocated for upgrades, to enable footpath widening, bike lanes, public transport improvements and greening opportunities.

Attachment 4 - Reasons for Councils 2020/21 Budget Decision

Topic	Sub'n ID	Reason
		While the Climate Emergency Plan includes an action to develop an Integrated Transport Plan and Parking Management Plan under Strategic Priority 4: Transition to Zero Emissions Transport, timeframes for adopting both plans is not specified. Council officers are finalising the scope of work, options and the associated timeframes for delivering the Integrated Transport Plan. As such, Council is currently not in a position to confirm a date for the Integrated Transport Plan and Parking Management Plan to be adopted. It is also expected that there will be a significant community consultation process as part of the project, which could potentially extend timeframes for finalising both plans. Substantial increases to parking permit fees will not be supported by the community and will be detrimental to lower income residents. At this stage 30 km/h is not supported by the Victorian Speed Zone Guidelines. Department of Transport is preparing to review the speed zone policy and guidelines and will consider options for how trials and deployments of 30 km/h in local government areas that could be supported. Resourcing and budget would need to be doubled to review all 21 LAPMS within a four year cycle. Council maintains a long term program of planned capital works (renewal of existing assets, upgrades to existing assets and new asset acquisitions or constructions). This is a complete forward program of capital works for at least a ten-year horizon, and longer in the case of major acquisitions or redevelopments. This program undergoes a comprehensive review and update as part of our annual planning process, to ensure that it reflects the latest asset condition information, usage patterns and service needs (current and projected), and also to ensure that the program is affordable in relation to Council's proposed annual budget and long-term financial strategy (LTFS). Council's policy for developing the capital works program guides the allocation of capital expenditure for the renewal of existing assets as a first priority (along with funding Council operations), with available remaining funding then able to be directed towards the highest priority asset upgrades and new asset acquisitions/constructions that are in line with Council's adopted strategies and master plans, according to the available projected funding based on Council's overall financial position. Council through its LTFS also tracks a series of financial sustainability risk indicators used by the Victorian Auditor-General's Office (VAGO) in each forward year of the LTFS including the current proposed annual budget. Key indicators for the capital works program are the Renewal Gap and Capital Replacement Ratios. The Renewal Gap ratio (being capital renewal expenditure divided by total depreciation) has a VAGO target of being at least 1.0 for low risk and this is achieved in each forwards year of the LTFS. The Capital Replacement Ratio (being total capital expenditure divided by total depreciation) has a VAGO target of being at least 1.5 for low risk, and this is achieved in all forwards years of the LTFS excepting 2020/21 (the current proposed annual budget), largely due to the deferral of many planned asset upgrades and new asset projects due to the significant budget impacts of the current COVID19 overall financial position.
LAPM funding - Cremorne	2	The LAPM Policy includes criteria to help identify precincts for the next study. The criteria for through traffic and number of heavy vehicles do not represent targets or obligations that we aim to meet as Section 3 states,

Attachment 4 - Reasons for Councils 2020/21 Budget Decision

Topic	Sub'n ID	Reason
		"This criteria is generally used across the municipality for ranking purposes. These will vary in some local streets as some serve as collector streets and are long in nature between existing arterial roads. Other local streets are comparatively short, but service commercial and industrial areas and whilst daily traffic volumes are generally low the street can have a higher percentage of commercial vehicles or trucks." The LAPM Policy is currently under review, for likely Council consideration in late 2020/21. Funds for LAPM studies have not been included in the proposed 2020/21 Budget that has been prepared for consultation and adoption in August 2020, due to the need to fund Councils COVID response package. Officers would anticipate funding for this project and any others deferred, would be reconsidered as part of any mid-year Budget review or in development of the 21/22 budget. There is a range of development happening in Cremorne, ranging from large sites to boutique developments. We require the large construction sites to provide Construction Management Plans (CMPs) and related Traffic Management Plans (TMPs) – the TMPs will not allow detours down small streets except on rare occasions, and they would be supported by appropriate traffic management. Council has an ongoing enforcement presence in Cremorne to fine any practices where trucks attempt to go by different routes. Yarra is currently working with the Victorian Planning Authority (VPA) on an area-wide study regarding the future planning of Cremorne, culminating in a Place Implementation Plan. A key aspect of this is the future role of streets and movement in Cremorne and how best to accommodate change and growth within the precinct. It is noted that while the movement of people, particularly pedestrians and cyclists, will be important to the success and liveability of the precinct, the study is also examining (amongst other topics) the role that streets may play in the future in accommodating additional areas of public realm and open/activity space, and what may be the appropriate balance and priority between movement and public realm. The Cremorne Streets and Movement Strategy looks at these needs in more detail, where Council officers will seek to explore and test the potential trade-offs that will be most likely required to get high quality streets, transport options and public realm in Cremorne. There have not been any recorded crashes at the crossings outside the Cherry Tree Hotel in the past 5 years and during a recent site visit no near misses or high risk safety incidents were observed. Generally, some cars will stop for pedestrians and on occasions, pedestrians will cross through gaps in traffic. Council officers will continue to explore options regarding the crossing lines, bearing in mind that to give them legal significance would require significant investment and likely consolidation into one crossing location. Typically Crosswalk lines are used at signalised crossings or school crossings (where they are optional). These markings alone do not have any legal significance and have only been installed to warn drivers of where pedestrians are likely to cross. The crosswalk lines do have legal significance at school crossings when both stop lines, school posts and flags are present.
Library Services	33	Your feedback has been noted and is appreciated. "Libraries Change Lives" on a daily basis, and we are more than just our books and physical spaces, we are a hub for community connection, knowledge exchange and social inclusion. The $620,000 allocation provides approximately $6.43 in library resources to each resident, which is an increase from last year's budget.

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Topic	Sub'n ID	Reason
Long-term strategy Public realm planning and works Temporary social distancing pedestrian and cycling initiatives Climate Emergency Draft Economic Development Strategy	52	In accordance with the Local Government Act 2020, Council will commence development of a Community Vision (of at least 10 years) which will be supported by a Financial Plan and Asset Plan (both of a duration of 10 years). The new strategic planning and performance framework established by the Act will provide Council with an opportunity to align its strategic plans and identify any gaps. Traffic management, walkability and public realm improvements are all important for both the safety and ambience of the local areas of the municipality. There are also a number of other matters that are very relevant including – such as implementing the urban forest strategy and climate emergency plan actions amongst others. Car parking in local streets is also a consideration and any removal of parking is most often very sensitive with the local community. Often there are competing objectives in the pursuit of solutions – all these matters need to be considered and a balance found for delivery of improvements to an area. In this regard, Council does seek to find the right balance for a given matter having particular regard to all these important considerations – this includes a One Yarra approach to the formulation of the recommended outcomes to Council Officers are also currently undertaking a review of the Local Area Place Making (LAPM) process in view of redefining the scope, and improving the LAPM study process and internal project coordination. This policy review direction will inform proposed precinct studies in the 2021/22 financial year and beyond. Council recognises the importance of providing safe cycling and pedestrian infrastructure to support active transport in Yarra, and that there is a significant opportunity to support people riding bikes and walking during the COVID-19 pandemic. Council endorsed a Stage 1 COVID-19 transport response trials at the Council meeting on 23 June 2020, which includes a number of trial projects to create improved spaces for cycling and physical distancing. More information about the COVID-19 response trials can be found at https://yoursayyarra.com.au/makingspace In addition, $400k has been dedicated to funding the Elizabeth Street protected bike lanes trial which is now installed. More information about this project can be found at: https://yoursayyarra.com.au/elizabeth-street It is pleasing to hear your support for this important work. There are many crucial actions from the Climate Emergency Plan that are already being progressed within existing resources, and we will continue to do so. In regard to your specific points: - the draft Integrated Water Management Plan has been developed and is on exhibition - We are progressing with the background work for the development of an Integrated Transport Strategy, and the implementation of a four bin system (we have committed to initially include a glass-only bin, before then moving to organics). However, like many other businesses and organisations, Yarra Council has faced significant COVID-19 pandemic-related budget constraints which have greatly impacted the Council budget. For this reason, we have not been able to fund some further Climate Emergency Plan actions in this

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Topic	Sub'n ID	Reason
		budget. Rather, Officers will prepare a status report in late 2020 that will inform a mid-year budget review and the 2021/22 budget. Council acknowledges within the Draft Economic Development Strategy the need to have affordable spaces for creatives, start-ups and entrepreneurs. Councils 'Room to Create' program directly responds to this need for the creative industry, and while Council isn't in a position to acquire commercial property for the intent of leasing it out at market or below market rate, we do work closely with many of our co-working spaces who offer affordable, month to month terms that suit our micro and small business community.
Parking and permit fees	35	The Parking Permit policy was a key issue at the public Parking Forum. Tripling residential permit fees is unlikely to get community support. Fees need to reflect current economic situation. Parking restrictions, including introduction of fees for 4P parking, are not introduced unilaterally and are reviewed in line with Council's parking guidelines and need community support to implement.
Parking and permit fees Waste Services	44	The Parking Permit policy reviewed at the public Parking Forum. Tripling residential permit fees is unlikely to get community support. Fees need to reflect current economic situation. Parking restrictions are not changed unilaterally but are reviewed in line with Council's parking guidelines and need community support to implement. Auction system for permits would adversely impact the socially disadvantaged in our community and concentrate permits in the hands of a minority. Council is committed to waste reduction and maximising reuse and recycling of materials. Council adopted a 4 bin residential collection system in December 2019, however has had to defer implementation of that due to the impacts of COVID-19. Council did resolve on 23 June however to endorse the implementation of a glass-only bin, commencing in October 2020. More detail on this change will be communicated in the lead up to implementation.
Path lighting - Acacia Place, Abbotsford	62	The Main Yarra Trail adjacent to Acacia Place in Abbotsford is the responsibility of Parks Victoria, which can be contacted via email info@park.vic.gov.au or telephone 13 1963.
Pensioner rebate	5	The total cost of the pensioner rates discount included in the 2020/21 proposed budget is $459,000. Like many organisations, Yarra City Council offer a discount to pensioners on a range of fees and charges, including rates, in recognition of their low income earning status and to promote affordability for this class of ratepayer. Through City of Yarra's COVID-19 community and economic support package, there is a significant amount of funding committed towards supporting those members of the community hardest hit by COVID-19. In addition, Council's COVID-19 hardship policy is in place to provide financial assistance to those ratepayers experiencing financial hardship.
Planning and development Graffiti management	30	Council is currently in the middle of a very ambitious strategic planning work program and have been seeking improved planning provisions from the Minister for Planning – a number of these studies have been completed and enabled requests to the Minister for Planning for changes to the Yarra Planning Scheme. Other studies are currently underway to seek further changes.

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Topic	Sub'n ID	Reason
		These changes are seeking to be able to better manage the development pressures that Council is experiencing and find a balance between change and the existing streetscapes. As a Council we cannot halt the development pressure of the city, but can prepare to manage the change differently. A lot of Yarra's main streets are iconic to their neighbourhoods and we have taken the existing character into consideration strongly. So far our work included the preparation and request for interim (temporary) built form controls for Brunswick, Smith, Johnston and Gertrude Streets and some of the industrial pockets behind those corridors. This work was part of Amendment C270 and was supported by Council on 17 December 2019. Council submitted these requests to the Minister for Planning and we await the Ministers decision. The requested provisions include stronger guidance on street wall heights, setbacks above the street walls, overall heights and better transition towards residences behind. Our work program for remaining corridors and former industrial areas in Fitzroy and Collingwood is continuing and we are aiming to commence work on permanent built form controls towards the end of 2021, which would include public consultation. The graffiti budget is approximately $800,000 per annum. Council's focus is to utilise the budget in the most efficient and effective manner. Graffiti is an ongoing challenge for all Councils and Yarra has adopted a proactive approach in high prominence areas such as retail strips and gateways. Over the past 18 months based on audit data the volume of graffiti has been reduced by 30%. Over the next several years this will incrementally improve and the budget will be reviewed on an annual basis. All graffiti removal work on heritage buildings is carried out in accordance with Heritage Victoria Guidelines.
Rates	7 9 10 11 12	Rates represent Council's primary source of income and are integral to Council being able to provide the range of programs, services and infrastructure that our community values so highly. In addition to the rising costs associated with maintaining such service levels, the 2020/21 proposed budget also includes additional costs associated with the delivery of Council's COVID-19 community and economic support package. The combination of rising costs, reduced income from other sources due to COVID-19, and additional support being proposed to help our community through the impacts of the COVID-19 pandemic, makes it necessary for Council to apply an increase to its rates for the 2020/21 financial year. Council's proposed rate increase of 2% is in line with the rate cap under the State Governments Fair Go Rating System and is consistent with many other Council's that are experiencing similar financial pressures. Council understands that many of our ratepayers are experiencing financial hardship as a consequence of the COVID-19 pandemic. As such Council's COVID-19 hardship policy provides increased flexibility and payment options for those experiencing financial hardship, including a freeze on interest charges through to 30 June 2021. Ratepayers experiencing financial hardship are encouraged to contact Council to discuss assistance that can be provided.
Rates	14 22	Rates represent Council's primary source of income and are integral to Council being able to provide the range of programs, services and infrastructure that our community values so highly. In addition to the rising costs associated with maintaining such service levels, the 2020/21

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Topic	Sub'n ID	Reason
	29 40	proposed budget also includes additional costs associated with the delivery of Council's COVID-19 community and economic support package. The combination of rising costs, reduced income from other sources due to COVID-19, and additional support being proposed to help our community through the impacts of the COVID-19 pandemic, makes it necessary for Council to apply an increase to its rates for the 2020/21 financial year. Council's proposed rate increase of 2% is in line with the rate cap under the State Governments Fair Go Rating System and is consistent with many other Council's that are experiencing similar financial pressures. Council understands that many of our ratepayers are experiencing financial hardship as a consequence of the COVID-19 pandemic. As such Council's COVID-19 hardship policy provides increased flexibility and payment options for those experiencing financial hardship, including a freeze on interest charges through to 30 June 2021. Ratepayers experiencing financial hardship are encouraged to contact Council to discuss assistance that can be provided. In relation to your own historical rate increases I can advise that the rate cap is applied to the average property rate throughout the municipality. The actual increase/decrease experienced by each individual ratepayer is a function of the increase/decrease in their annual property valuation, relative to the average increase in all property valuations across the municipality.
Rates	18	Rates represent Council's primary source of income and are integral to Council being able to provide the range of programs, services and infrastructure that our community values so highly. In addition to the rising costs associated with maintaining such service levels, the 2020/21 proposed budget also includes additional costs associated with the delivery of Council's COVID-19 community and economic support package. The combination of rising costs, reduced income from other sources due to COVID-19, and additional support being proposed to help our community through the impacts of the COVID-19 pandemic, makes it necessary for Council to apply an increase to its rates for the 2020/21 financial year. Council's proposed rate increase of 2% is in line with the rate cap under the State Governments Fair Go Rating System and is consistent with many other Council's that are experiencing similar financial pressures. Council understands that many of our ratepayers are experiencing financial hardship as a consequence of the COVID-19 pandemic. As such Council's COVID-19 hardship policy provides increased flexibility and payment options for those experiencing financial hardship, including a freeze on interest charges through to 30 June 2021. Ratepayers experiencing financial hardship are encouraged to contact Council to discuss assistance that can be provided. In reference to the comment regarding non-essential spending, Council has indeed removed all discretionary expenditure from its 2020/21 proposed budget.
Rates	20 27 34 66	Rates represent Council's primary source of income and are integral to Council being able to provide the range of programs, services and infrastructure that our community values so highly. In addition to the rising costs associated with maintaining such service levels, the 2020/21 proposed budget also includes additional costs associated with the delivery of Council's COVID-19 community and economic support

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Topic	Sub'n ID	Reason
		package. The combination of rising costs, reduced income from other sources due to COVID-19, and additional support being proposed to help our community through the impacts of the COVID-19 pandemic, makes it necessary for Council to apply an increase to its rates for the 2020/21 financial year. Council's proposed rate increase of 2% is in line with the rate cap under the State Governments Fair Go Rating System and is consistent with many other Council's that are experiencing similar financial pressures. Council understands that many of our ratepayers are experiencing financial hardship as a consequence of the COVID-19 pandemic. As such Council's COVID-19 hardship policy provides increased flexibility and payment options for those experiencing financial hardship, including a freeze on interest charges through to 30 June 2021. Ratepayers experiencing financial hardship are encouraged to contact Council to discuss assistance that can be provided. In response to your suggestion regarding wage freezes, I can confirm that all members of Council's Executive team have had their salaries frozen for the 2020/21 financial year. It has also been proposed that wage increases for all other Council employees will be deferred for 2 months.
Road maintenance Graffiti management	13	Council invests in staff to manage the impacts of construction and has dedicated Construction Management and Traffic Management teams, however much of the work in Yarra is conducted by third parties (Gas, Water, Telecoms, Transport etc) and Council has no authority to prevent the works. We therefore do our best to manage the works and their impacts. The graffiti budget is approximately $800,000 per annum. Council's focus is to utilise the budget in the most efficient and effective manner. Graffiti is an ongoing challenge for all Councils and Yarra has adopted a proactive approach in high prominence areas such as retail strips and gateways. Over the past 18 months based on audit data the volume of graffiti has been reduced by 30%. Over the next several years this will incrementally improve and the budget will be reviewed on an annual basis.
Road maintenance	19	Councils Infrastructure Team have the responsibility to maintain and renew infrastructure assets as per the Local Government Act (LGA) and Road Management Act (RMA).As part of the Council's Road Management Plan (RMP), every footpath and road is inspected regularly to identify any hazards which are treated within the time-frames specified in the RMP. Councils City Works Branch manage planting maintenance in the streetscape, which includes weed management. Your submission has also been referred to this team to assess and respond as appropriate. We encourage residents to report any specific concerns and they will be inspected and rectified where required; residents can call us on 9205 5555 or email info@yarracity.vic.gov.au. Little Buckingham Street is considered a road and not a laneway. In accordance with Councils Infrastructure Roads Materials Policy Council would not consider replacing the asphalt road with bluestone. The Infrastructure team are reviewing the eastern section of Little Buckingham Street to confirm if maintenance is required or programming of capital works (in future financial years).
Road maintenance	24	As part of the Council's Road Management Plan (RMP), every footpath is inspected regularly to identify any tripping hazards which are treated within

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Topic	Sub'n ID	Reason
City amenity Tree planting User pays library services Advocacy		the timeframes specified in the RMP. We encourage residents to report any specific concerns and they will be inspected and rectified where needed, call us on 9205 5555 or email info@yarracity.vic.gov.au. The Medically Supervised Injecting Room (MSIR) based within North Richmond Community Health (NRCH) opened in June 2018 for a two-year trial. Many members of the north Richmond and southern Abbotsford community advocated to the Victorian Government for a trial of an MSIR and the trial ultimately remains the responsibility of the Victorian Government. The Victorian Government independently selected the location for the MSIR trial and has stated that the location was chosen in part because it is close to where people buy and sell drugs, due to the number of drug-related overdoses and deaths in the surrounding area and NRCH already provides many vital health services. The Victorian Government has exclusively resourced the construction and operations of the facility and commissions and directs the provision of health and social services and law enforcement activities. Council's key role in this space continues to be the promotion of public amenity and we have intensified public road and footpath cleansing, graffiti and poster removal from assets, and maintenance and repair of street furniture and signage. Yarra Council also directly manages all requests for syringe management services in the City. People can lodge service request by calling 9205 5555 or from the website by personal computer or telephone at https://www.yarracity.vic.gov.au/services/cleaning-and-maintenance/syringe-disposal. Considering Council's key role in the space as the promotion of public amenity, Council's resourcing of cleansing services in the precinct has doubled since mid-2019, comprising additional street sweeping and a two-person cleansing crew conducting daily foot patrols, in some areas in north Richmond/southern Abbotsford as many as three times per day (including on and around Victoria and Lennox Street). Tree planting along the major streets and within the shopping strips of Yarra is a high priority for Council. The amount of available space for plantings in these locations is limited as it is necessary to provide a clear path and width of travel for pedestrians as well as the ability to offer footpath trading. It is recognised that there are many competing needs along Bridge Road and all of these are carefully considered in any works occurring in the street. The large number of awnings and veranda's along Bridge Road also limit the planting due to lack of light and rainfall and the overhead space available to plant trees. The maximum number of opportunities for tree planting and garden beds in Bridge Road has recently been investigated and subsequent tree plantings and new garden bed plantings have now been completed. Victoria's public libraries build literate, productive and engaged communities and generate an average of $4.30 in benefit for every dollar invested. Yarra Libraries provides $4.80 in benefit for every dollar invested in its service (source: LIBRARIES WORK! The socio-economic value of public libraries to Victorians, 2018). 19.72% of residents are active library members (ahead of the 15.41% state average). Total library membership is equivalent to 66% of the municipal population (or 2.1 visits per resident, per year). Advocacy is an important function of all councils and helps deliver positive outcomes for the local community. Yarra City Council advocates on a wide range of matters such as improving local roads, transport, waste and recycling, social and affordable housing and climate change. Council also

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Topic	Sub'n ID	Reason
		advocates strongly to attract government funding and support for many projects across the municipality which benefit local residents, business and the community.
Road maintenance	32	South Yarra is not with Yarra City Council's municipal jurisdiction. Submitter has been advised and referred to City of Stonnington whose budget submission process is open until the end of July.
Shared playground funding	36	Council acknowledges it has a Joint Use Agreement which sets out the obligations of both the parties concerning the use of the playground facilities and capital works. Council officers are reviewing the terms of that agreement and will revert to your school community soon to meet and agree a way forward that helps the school progress it's works and ensures Council meets its obligations to the extent that they exist.
Traffic calming - MacPherson St, Princes Hill	64	Following the COVID19 response package funds will not be included in the proposed 2020/21 Budget that has been prepared for consultation and adoption in August 2020. Officers would anticipate this could be reconsidered as part of any mid-year budget review.
Waste Services	3	Council collects waste from approximately 85% of apartment buildings. The remaining buildings have a private collection due to a number of constraints including access to bin storage areas and space restrictions on the kerbside. For example if an apartment building has 500 dwellings then the bins would not physically fit on the kerbside as a collection location. The planning process requires a Waste Management Plan to be signed off by Council and depending on the design of the building and the location of the bin storage area there is limited access to the building and a logistical challenge to get the bins to the kerbside and then to find space for the bins. These buildings are usually required to have a very small collection vehicle to be able to gain access to the bin storage area. The Council service is a kerbside collection service and does not cater for entry into buildings which comes with its own set of legal and indemnity risks. The conditions of a kerbside service are based on Council's operational requirements. Generally speaking the design of the larger apartment buildings do not align with the operational requirements for a Council collection. These decisions are based on the Waste Management Plans that are presented to Council by the developers as part of the planning permit and link back to design issues. The focus of the developers is to fit in maximum apartments which comes at an offset for space when designing areas and access to bin storage. Unfortunately there is no simple solution. If Council was to start collecting at these sites there would be an additional cost due to the design issues and in some cases bins need to be collected daily due to the lack of space to store enough bins for a weekly collection. It is not possible to identify a cost that could be discounted as the cost of service for a weekly kerbside service would be vastly different to the cost of a service based on working around the design of the building's waste management system.
Waste services	16	Council is committed to waste reduction and maximising reuse and recycling of materials. Council adopted a 4 bin residential collection system in December 2019, however has had to defer implementation of that due to the impacts of COVID-19. Council did resolve on 23 June however to endorse the implementation of a glass-only bin, commencing in

Attachment 4 - Reasons for Councils 2020/21 Budget Decision

Topic	Sub'n ID	Reason
		October 2020. More detail on this change will be communicated in the lead up to implementation.

11.2 2020/21 Annual Plan

Reference: D20/126120
Authoriser: Director Corporate, Business and Finance

Purpose

1. To present the proposed 2020/21 Annual Plan to Council for endorsement.

Background

2. This year, 2020/21 represents the fourth and final year of the 4-year Council Plan 2017-21 (incorporating the Municipal Public Health and Wellbeing Plan), adopted by Council on 1 August 2017.
3. The Annual Plan is the organisation's annual response to Initiatives contained in the 4-year Council Plan. Council Plan Initiatives are significant projects and activities that are proposed to be worked on over the term of the Council Plan.
4. The Annual Plan is one of the Council's key accountabilities to the community.
5. Progress of Annual Plan actions is monitored and reported to Council quarterly in the Annual Plan Progress Report. Quarterly progress will be measured against a target of 75% of action targets achieved.
6. The proposed 2020/21 Annual Plan **(Attachment 1)** contains 48 actions spread across the Council Plan's seven Strategic Objectives. It is achievable, delivers on Council's priorities - identified as Initiatives in the Council Plan - and reflects the organisation's continued focus on delivering the Council Plan in 2020/21.
7. The proposed 2020/21 Annual Plan is fully resourced and funded within the proposed 2020/21 Budget. Any changes arising out of the adoption of the 2020/21 Budget or other Council resolutions, including the addition of new projects, may result in a change in the 2020/21 Annual Plan.
8. To ensure the integrity and transparency of the Annual Plan, once endorsed by Council, actions including their descriptions and milestones can only be changed by resolution of Council. Officers and Councillors can propose changes to the Annual Plan over the course of the year as priorities change.
9. The proposed 2020/21 Annual Plan recognises the unprecedented circumstances and impacts of the COVID-19 pandemic facing our community. This can be seen in actions relating to advocacy for gambling reform, Yarra Food Network, National Aged Care and Disability Reforms, Community support, resilience and recovery package (including grant funding) and local business support.

Strategic Objective	Number of Actions
	Proposed 2020/21 Annual Plan
A healthy Yarra	19
An inclusive Yarra	6
A sustainable Yarra	5
A liveable Yarra	5
A prosperous Yarra	2
A connected Yarra	3
A leading Yarra	8
Total	**48**

External Consultation

10. Significant community engagement and consultation was undertaken during the development of the proposed 2020/21 Budget and Council Plan 2017-21. The proposed 2020/21 Annual Plan reflects the community priorities identified during these processes.

11. Projects contained in the proposed 2020/21 Annual Plan are subject to external consultation and engagement on a case-by-case basis.

Internal Consultation (One Yarra)

12. Managers and Directors were consulted during development of the proposed 2020/21 Annual Plan, and are responsible for providing quarterly updates on their progress against delivery of these actions.

Financial Implications

13. The proposed 2020/21 Annual Plan is fully resourced and funded within the proposed 2020/21 Budget. Any changes arising out of the adoption of the 2020/21 Budget or other Council resolutions, including the addition of new projects, may result in a change in the proposed 2020/21 Annual Plan.

Economic Implications

14. The Council Plan 2017-21 includes the Strategic Objective *A prosperous Yarra: a place where Local businesses prosper and creative and knowledge industries thrive*. The proposed 2020/21 Annual Plan includes 2 actions that respond to initiatives under this Strategic Objective.

Sustainability Implications

15. The Council Plan 2017-21 includes the Strategic Objective *A sustainable Yarra: a place where Council leads on sustainability and protects and enhances it natural environment*. The proposed 2020/21 Annual Plan includes 5 actions that respond to initiatives under this Strategic Objective.

Climate Emergency Implications

16. The Council Plan 2017-21 includes the Strategic Objective *A sustainable Yarra: a place where Council leads on sustainability and protects and enhances it natural environment*. Action 3.01 in the proposed 2020/21 Annual Plan specifically relates to Climate Emergency.

Social Implications

17. The Council Plan 2017-21 includes the Strategic Objective *A healthy Yarra: a place Community health, safety and wellbeing are a focus in everything we do*. The proposed 2020/21 Annual Plan includes 19 actions that respond to initiatives under this Strategic Objective.

Human Rights Implications

18. The Council Plan 2017-21 includes the Strategic Objective *An inclusive Yarra: a place where inclusion, diversity and uniqueness are welcomed, respected and celebrated*. The proposed 2020/21 Annual Plan includes 6 actions that respond to initiatives under this Strategic Objective.

Communications with CALD Communities Implications

19. CALD groups were specifically targeted as part of the engagement plan for the Council Plan 2017-21 and were represented in a group workshop which included Council's advisory groups.

20. Translation service assistance is available via Council's website for members of the CALD community and this service extended to the Council Plan engagement process.

Council Plan, Strategy and Policy Implications

21. The proposed 2020/21 Annual Plan represents Year 4 of the *Council Plan 2017-21* adopted on 1 August 2017.

Legal Implications

22. There are no legal implications.

Other Issues

23. There are no other issues.

Options

24. This report does not include any options.

Conclusion

25. The proposed 2020/21 Annual Plan represents the fourth and final year of the Council Plan 2017-21 and demonstrates Council's continued commitment to its delivery.

26. The proposed 2020/21 Annual Plan has been developed following a rigorous process and is presented to Council for endorsement.

RECOMMENDATION

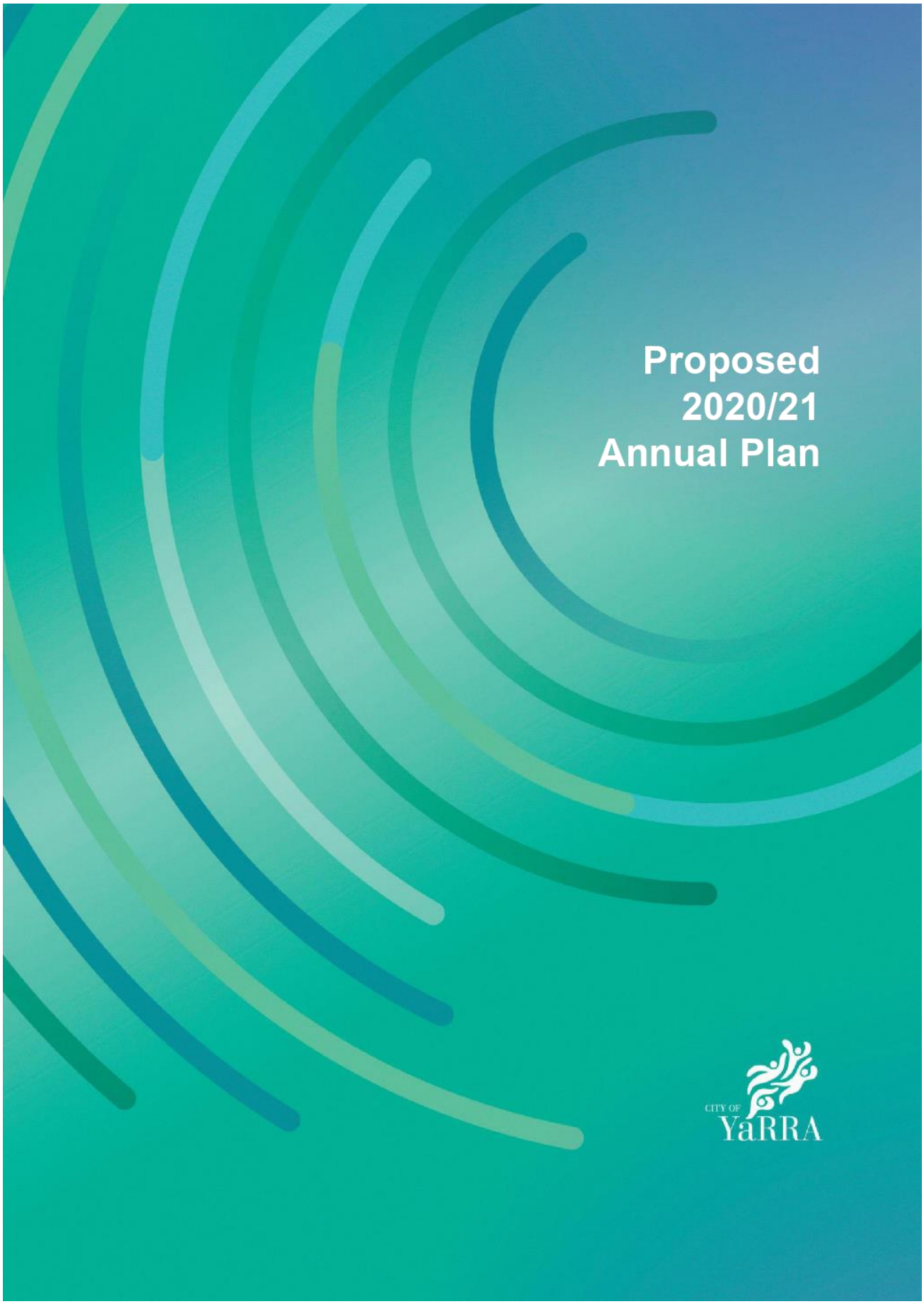
1. That Council:
   (a) endorse the 2020/21 Annual Plan;
   (b) receives quarterly reports on progress of the 2020/21 Annual Plan; and
   (c) authorises officers to make minor administrative changes or clarifications if required.

CONTACT OFFICER: **Julie Wyndham**
TITLE: **Manager Corporate Planning and Performance**
TEL: **9205 5090**

Attachments

1⇩ Proposed 2020/21 Annual Plan

Attachment 1 - Proposed 2020/21 Annual Plan



Attachment 1 - Proposed 2020/21 Annual Plan

2020/21 Annual Plan
Council Plan 2017–21: Year 4

Introduction

The Yarra City Council adopted its *Council Plan 2017 – 21* on 1 August 2017. The *Council Plan 2017 – 21* sets out the medium-term direction of Council and the outcomes sought by Councillors for their term. For the first time, the Council Plan incorporates the Health and Wellbeing Plan. This financial year, 2020/21 is the fourth and final year of the *Council Plan 2017 – 21*.

Under the *Local Government Act* 2019 (the Act), each council is required to produce a four-year Council Plan by 30 June in the year following a general election. The Plan must include Strategic Objectives, Strategies, Strategic Indicators and a Strategic Resource Plan.

Council has identified a number of initiatives under each Strategic Objective which are significant projects and activities that are proposed to be worked on over the term of the Council Plan, subject to approval through the annual budget process.

Council produces an Annual Plan alongside each year's Budget, setting out specific projects and activities that Council will undertake towards achieving the Strategic Objectives. This will include priority projects, capital works projects, actions in response to initiatives in the Council Plan and other Council strategies and plans.

The *Council Plan 2017 – 21* has seven Strategic Objectives which relate to different aspects of service delivery:

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

Attachment 1 - Proposed 2020/21 Annual Plan

2020/21 Annual Plan
Council Plan 2017–21: Year 4

In response to its Strategic Objectives, Council has committed to 48 projects and activities from a broad cross-section of services in the 2020/21 Annual Plan.

Progress of these projects and actions will be reported in the *2020/21 Annual Plan Quarterly Progress Reports*.

Further information can be found in the published version of the *Council Plan 2017 – 21* on the City of Yarra's website (https://www.yarracity.vic.gov.au/about-us/council-information/council-plan).

Attachment 1 - Proposed 2020/21 Annual Plan

1. A healthy Yarra:

a place where...Community health, safety and wellbeing are a focus in everything we do

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

Strategies

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

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

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

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

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

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

1.6 Promote a gender equitable, safe and respectful community

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

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

The following actions are being undertaken in 2020/21 to work toward achieving Council's strategic objective of *A healthy Yarra*.

Number	Action
1.01	Advocacy for gambling reform
1.02	Population health planning
1.03	Yarra Food Network
1.04	Yarra Homelessness Strategy
1.05	Yarra's Community Grants
1.06	Volunteer Strategy 2019-2023
1.07	National Aged Care and Disability Reforms
1.08	Yarra Open Space Strategy
1.09	State Government suburban parks program
1.10	Reid Street Park, North Fitzroy
1.11	Open space improvements – King William Street, Fitzroy
1.12	New Open space planning and design - Cremorne
1.13	Panther Pavilion – clubhouse facility design and clubhouse construction

Attachment 1 - Proposed 2020/21 Annual Plan

2020/21 Annual Plan
Council Plan 2017–21: Year 4

Number	Action
1.14	Ryan's Reserve Pavilion Redevelopment
1.15	Brunswick Street Oval Precinct Redevelopment
1.16	Jack Dyer Pavilion Redevelopment
1.17	Richmond and Collingwood Youth Program Grants 2020-2023
1.18	Gender Equity Strategy
1.19	Gender Equality Act

Attachment 1 - Proposed 2020/21 Annual Plan

1.01 Advocacy for gambling reform

Council Plan initiative
Participate in the Alliance for Gambling Reform and strive to be a pokie free municipality through advocacy to state government

Council will undertake advocacy to Victorian and Federal governments for gambling reform.

Branch Social Strategy and Community Development

Quarterly Milestones

September	Continue advocacy, particularly focused on cohorts vulnerable post-COVID-19
December	Utilise the updated Health Status Report including focus on gambling impacts in Yarra, to inform Municipal Public Health and Wellbeing Plan (MPHWP) embedded in Council Plan 2021-25
March	Continue gambling reform advocacy
June	Continue gambling reform advocacy

1.02 Population Health Planning

Council Plan initiative
Continue to provide a range of services and work collaboratively with external groups to improve the health and wellbeing of the Yarra community

Council will undertake research and produce reports to inform the next Health Plan which will be incorporated into the development of the Council Plan 2021-25.

Branch Social Strategy and Community Development

Quarterly Milestones

September	Prepare a Health Status Report to inform Municipal Public Health and Wellbeing Plan (MPHWP) embedded in Council Plan 2021-25
December	Utilise the updated Health Status Report to inform Municipal Public Health and Wellbeing Plan (MPHWP) embedded in Council Plan 2021-25 Re-establish the Health and Wellbeing Advisory Committee to consult on the Municipal Public Health and Wellbeing Plan (MPHWP) embedded in Council Plan 2021-25
March	Produce Discussion Paper: Community health and health promotion provisioning in the City of Yarra to inform MPHWP and integrate with local community health agencies' Integrated Health Promotion Plans)
June	Continue to finalise and integrate the Municipal Public Health and Wellbeing Plan (MPHWP) into the Council Plan 2021-25

Attachment 1 - Proposed 2020/21 Annual Plan

1.03 Yarra Food Network (YFN)

Council Plan initiative
Continue to provide a range of services and work collaboratively with external groups to improve the health and wellbeing of the Yarra community

Council will support a coordinated Emergency Food Relief sector in Yarra in the short term, and create a sustainable food systems approach for Yarra in the long term.

Branch	Social Strategy and Community Development

Quarterly Milestones

September	Establish a YFN community of practice and focus initially on food relief coordination (COVID-19)
December	Host YFN meeting
March	Transition YFN to food systems approach and community of practice model
June	Host YFN meeting

1.04 Yarra Homelessness Strategy

Council Plan initiative
Develop and adopt a Homelessness Strategy

The Yarra Homelessness Strategy will look to confirm Council's commitment to social equity and justice, and aim to find practical and compassionate ways to address homelessness and foster a caring and healthy community. The strategies presented will build upon Council's current work in homelessness and be based on local governments' strengths, opportunities and capacities.

Branch	Social Strategy and Community Development

Quarterly Milestones

September	Present Homelessness Strategy to Council for adoption
December	Promote and publicise Homelessness Strategy
March	Commence implementation of Homelessness Strategy and provide update
June	Continue implementation of Homelessness Strategy and provide update

1.05 Yarra's Community Grants

Council Plan initiative
Continue to support community led activities through the provision of community grants and in-kind support

Yarra provides a range of community grants to support local groups and community initiatives. Each year we distribute more than $2 million to strengthen our community and promote health and wellbeing. The grant program ranges across several areas including community development, arts and culture, environment, sport and recreation, youth and families.

Attachment 1 - Proposed 2020/21 Annual Plan

Branch Social Strategy and Community Development

Quarterly Milestones

September	Open Small Project Grants process
December	Open Investing in Community Grants and Annual Grants processes
March	Award Investing in Community Grants and Annual Grants
June	

1.06 Richmond and Collingwood Youth Program Grants 2020-2023

Council Plan initiative
Continue to support community led activities through the provision of community grants and in-kind support

Council will provide 3 years funding to Drummond Street Services Incorporated to deliver a range of programs and initiatives for young people aged 8 – 21 on the Collingwood and Richmond public housing estates.

Branch Family and Children's Services

Quarterly Milestones

September	Sign Funding Agreement 2020-23, including agreed KPIs Commence programs and activities as per Project Plan
December	Deliver programs and activities as per Project Plan, and against agreed KPIs
March	Submit six-monthly Progress Report (July – December 2020) submitted
June	Deliver programs and activities as per Project Plan, and against agreed KPIs

1.07 Volunteer Strategy 2019-2023

Council Plan initiative
Encourage volunteering through community organisations, council's libraries and other services

The Volunteering Strategy is a framework to guide Council in promoting, supporting and celebrating the active involvement of volunteering across the City of Yarra.

Branch Social Strategy and Community Development

Quarterly Milestones

September	Provide update on the Year 1 Action Plan and seek endorsement of Year 2 Action Plan for the Volunteer Strategy 2019-2023
December	

Attachment 1 - Proposed 2020/21 Annual Plan

March	Report on interim findings from the Library Services Volunteer Trial – delivering community outreach to address social isolation, digital exclusion and promote access to library services.
June	

1.08 National Aged Care and Disability Reforms

Council Plan initiative
Continue to implement the National Aged and Disability Care reforms and develop new strategic directions for support of older people and people with disability

The Federal Government is making major changes to the aged and disability care service system and this requires Council to determine its role and implement changes already announced.

Branch Aged and Disability Services

Quarterly Milestones

September	Finalise transition of residents in receipt of Linkages program support to Home Care Packages program
December	Establish, subject to agreement with Department of Health, community transport as a service option available to older residents under the CHSP program
March	Review progress on COVID19 CHSP meals support program with local agencies
June	Subject to Federal Government policy decisions, determine Council role in Commonwealth Home Service Program (CHSP), Home and Community Care Program for Young People (HACCPYP) and Assessment Service

1.09 Gender Equity Strategy

Council Plan Initiative
Continue to take a leadership role by implementing Gender Equity Strategy 2016-2021

Council is progressively implementing its Gender Equity Strategy 2016-2021 to achieve its vision for an organisation which positively and proactively demonstrates a gender-inclusive culture that encourages leadership, participation and contribution from a diverse workforce. Work will commence this year to develop the next Gender Equity Strategy 2016-2021.

Branch Organisational Culture, Capability and Diversity

Quarterly Milestones

September	Continue to implement actions from the Gender Equity Strategy 2016-2021 Commence planning for development of the Gender Equity Strategy 2021-2026
December	Continue implementation of actions from the Gender Equity Strategy 2016-2021 Commence drafting Gender Equity Strategy 2021-2026
March	Continue implementation of actions from the Gender Equity Strategy 2016-2021

	Present draft Gender Equity Strategy 2021-2026 to council for endorsement for public exhibition
June	Present final Gender Equity Strategy 2021-2026 to Council for adoption

1.10 Gender Equality Act 2020

Council will undertake work to ensure compliance with the Gender Equality Act 2020 which aims to improve workplace gender equality across the Victoria public sector, universities and local councils.

Branch Organisational Culture, Capability and Diversity

Quarterly Milestones

September	Present report to Council on obligations under the Gender Equality Act
December	Commence development of systems and processes to embed obligations under Gender Equality Act
March	Commence organisational obligations under the Gender Equality Act 2020

1.11 Yarra Open Space Strategy

Council Plan initiatives
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, and
Prepare a Planning Scheme Amendment to introduce the open space strategy into the Yarra Planning Scheme and increase the rate of contribution towards open space (Strategic Objective 4: A liveable Yarra)

The Yarra Open Space Strategy guides the future provision, planning, design and management of public open space in Yarra. The new Open Space Strategy is a renewed direction for the provision and enhancement of the open space network, including changes in community needs since the last strategy was developed. The strategy aims to achieve a cohesive, linked and well managed network of open space to meet the full range of residents' needs.

Following adoption of the new Open Space Strategy, Council will prepare a Planning Scheme amendment seeking an increase in the percentage of public open space contributions in the Yarra Planning Scheme.

Branch City Strategy

Quarterly Milestones

September	Present Open Space Strategy to Council for adoption
December	Formulate draft Planning Scheme amendment regarding proposed new open space contribution percentage
March	Report to Council to seek 'authorisation' from Minister for Planning for putting Planning Scheme Amendment on exhibition
June	If authorisation provided, exhibit planning scheme amendment

Attachment 1 - Proposed 2020/21 Annual Plan

1.12 State Government suburban parks program

Council Plan initiative
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

Council will undertake consultation, planning and design of two new open spaces (Cambridge Street extension and Otter Street Park) within the electorate of Richmond. This project is part of the State Government's Suburban Parks Program.

Branch City Strategy

Quarterly Milestones

September	Complete initial internal consultation
	Commission relevant background investigations (eg. Feature & Levels Survey)
December	Complete 'Initial Ideas' community consultation
	Complete traffic audits
	Appoint landscape architectural consultant
March	Complete preliminary concept design
June	Complete road closure trial and associated community consultation

1.13 Reid Street Park, North Fitzroy

Council Plan initiative
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

Council will construct a small local park (300sqm) in Reid Street, Fitzroy North, providing additional open space for the local community.

Branch City Strategy

Quarterly Milestones

September	Prepare preliminary concept design
	Complete internal consultation
December	Complete community consultation for concept design
March	Complete documentation
	Engage contractor
June	Complete construction works

Attachment 1 - Proposed 2020/21 Annual Plan

1.14 Open space improvements King William Street, Fitzroy

Council Plan initiative
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

Council will undertake a feasibility study for open space improvement at the Condell Street and Young Street Community Hub.

Branch City Strategy

Quarterly Milestones

September	Establish key working group
	Complete internal stakeholder engagement
December	Complete workshops and engagement with key external stakeholders
March	Prepare functional layouts
	Progress community consultation
June	Complete consultation
	Agree functional layouts

1.15 New open space planning and design, Cremorne

Council Plan initiative
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

Council will prepare design documentation for park extension and redevelopment of the following sites:

- Gwynne Street, Cremorne – small public space on the corner of Gwynne and Stephenson Street
- Stephenson Reserve, Cremorne – small public space on the corner of Dover and Stephenson Street

Branch City Strategy

Quarterly Milestones

September	Complete preliminary concept design and internal consultation (Gwynne Street)
	Prepare preliminary concept design and complete internal consultation (Stephenson Reserve)
December	Complete community consultation for concept design (Gwynne Street)
	Complete community consultation for concept design (Stephenson Reserve)
March	Complete final design (Gwynne Street)
	Complete documentation and engage contractor (Stephenson Reserve)

June	Complete tender documentation (Gwynne Street)
	Complete construction works (Stephenson Reserve)

1.16 Panther Pavilion - clubhouse facility design and boat storage construction

Design for a redevelopment of Panther Pavilion clubhouse facility (Fairfield Park), and construction of an adjacent the boat storage facility (subject to a determination from VCAT to allow the demolition of the existing steel gazebo structure).

Branch Recreation and Leisure / Building and Asset Management

Quarterly Milestones

September	
December	Commence construction of the new boat storage facility (subject to a determination from VCAT to allow the demolition of the existing steel gazebo structure)
	Report to Council on recommended concept design for redeveloped Panther Pavilion
March	
June	Complete construction of the boat storage facility
	Report to Council on outcomes from community consultation on design for redeveloped Panther Pavilion

1.17 Ryan's Reserve Pavilion redevelopment

Redevelopment of the Ryan's Reserve netball and tennis centre pavilion including public toilet facilities, to complement the recently renewed courts.

Branch Recreation and Leisure / Building and Asset Management

Quarterly Milestones

September	Issue tender for design and construction
December	Award tender for design and construction
March	Submit town planning application for new pavilion
June	

1.18 Brunswick Street Oval Precinct Redevelopment

Council to undertake a major redevelopment that addresses the grandstand, tennis club and courts (being the original and continuously operated sporting facilities in Edinburgh Gardens) along with the community rooms. The Edinburgh Gardens Sporting Community (EGSC) has secured $6.5 million funding from the State government for the redevelopment of the buildings in this precinct, to be administered through Sport and Recreation Victoria (SRV). The EGSC comprises the Edinburgh Cricket Club, Fitzroy Football Club, Fitzroy Junior Football Club, and Fitzroy Tennis Club.

Attachment 1 - Proposed 2020/21 Annual Plan

Branch Recreation and Leisure / Buildings and Asset Management

Quarterly Milestones

September	Submit heritage permit and town planning applications
December	
March	Commence detailed design documentation (subject to heritage and town planning outcomes)
June	Finalise detailed design and documentation

1.19 Jack Dyer Pavilion Redevelopment

Construction of a new replacement Jack Dyer Pavilion (in Citizens Park, Richmond) to provide modern and fit-for-purpose facilities and amenities for sporting clubs and the general community.

Branch

Quarterly Milestones

September	Award tender for construction
December	Commence contractor on-site and demolition
March	Commence construction
June	
June	

Attachment 1 - Proposed 2020/21 Annual Plan

2. An inclusive Yarra:

a place where...Inclusion, diversity and uniqueness are welcomed, respected and celebrated

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

Strategies

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

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

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

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

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

2.5 Support community initiatives that promote diversity and inclusion

The following actions are being undertaken in 2020/21 to work toward achieving Council's strategic objective of *An inclusive Yarra*.

Number	Action
2.01	LGBTIQ+ Strategy
2.02	Community support, resilience and recovery
2.03	Yarra Physical Activity Plan
2.04	Active and Healthy Ageing Strategy
2.05	Access and Inclusion Plan
2.06	Yana Ngargna Plan 2020-2023

Attachment 1 - Proposed 2020/21 Annual Plan

2.01 LGBTIQ+ Strategy

Council Plan initiatives:
Advocate to support social justice and community issues including preventing family violence, LGBTIQ+ rights and welcoming refugees

Council will seek community feedback on and adopt a whole-of-Council LGBTIQ+ strategy.

Branch Organisational Culture, Capability and Diversity

Quarterly Milestones

September	Present draft LGBTIQ+ Strategy to Council for endorsement
	Complete public exhibition of draft LGBTIQ+ Strategy
December	Present final LGBTIQ+ Strategy to Council for endorsement
March	Commence implementation of Year 1 Action Plan
June	Continue implementation of Year 1 Action Plan

2.02 Community support, resilience and recovery

Council adopted the City of Yarra COVID-19 Community and Economic Support Package on 2 April 2020. The package entailed a mix of new Council initiatives or enhanced services, foregoing of income in various forms, and the granting of funds to community organisation and local business. A total of $688k has been distributed through the first tranche of grants: the COVID-19 Quick Response Grants. There is now $1.32m remaining in the Community Support Fund and $340k remaining to deliver co-produced initiatives to promote local economic recovery.

Branch Social Strategy and Community Development

Quarterly Milestones

September	Award Recovery For Our Creative Community – small-sized grants
	Award Material Aid Grants – Round 1
	Award Bridging the digital divide – small and medium-sized grants
	Award Addressing Family Violence grants
December	Award Tackle social isolation and promoting community connection – small-sized grants
	Award Tackle Social Isolation And Promoting Community Connection – medium-sized grants
	Award Recovery For Our Creative Community – medium-sized grants
	Award Material Aid Grants – Round 2
March	
June	

Attachment 1 - Proposed 2020/21 Annual Plan

2.03 Yarra Physical Activity Plan

Develop a strategic framework to enable all people who live, work, learn and play in Yarra to be physically active throughout their life and guide initiatives to combat physical inactivity.

Branch Recreation and Leisure

Quarterly Milestones

September	Undertake research and collaboration with key stakeholders. Draft Yarra physical activity plan
December	Brief Council on the Yarra physical activity plan
March	Launch the Yarra physical activity plan internally to build awareness and a One Yarra approach
June	Implement Yarra physical activity plan, including promotion to the Yarra community

2.04 Active and Healthy Ageing Strategy and Action Plan

Council Plan initiative
Work with the community and other levels of government and advocate to challenge discrimination, and address disadvantage, whether based on income, age, gender, sexuality, cultural background, religion or abilities

Council will work with key stakeholders to develop the 2020-2022 Active and Healthy Ageing action plan.

Branch Aged and Disability Services

Quarterly Milestones

September	Undertake consultations with key stakeholders on the 2020-2022 Active and Healthy Ageing Action Plan
December	Complete the 2020-2022 Active and Healthy Ageing Action Plan
March	Work with the Dementia Alliance to continue developing a dementia friendly community
June	Complete recruitment and training of community connectors as part of the Healthy Ageing project

Attachment 1 - Proposed 2020/21 Annual Plan

2.05 Access and Inclusion Plan

Council Plan initiative
Work with the community and other levels of government and advocate to challenge discrimination, and address disadvantage, whether based on income, age, gender, sexuality, cultural background, religion or abilities

Council will work with key stakeholders to develop the 2020-2022 Access and Inclusion Plan.

Branch Aged and Disability Services

Quarterly Milestones

September	Undertake consultations with key stakeholders on the 2020-2022 Access and Inclusion Action Plan
December	Complete the 2020-2022 Access and Inclusion Action Plan
March	Implement HACCPYP funded project to identify and support residents who are eligible but not accessing home based services.
June	

2.06 Yana Ngargna Plan 2020-2023

Council Plan initiative
Implement the Aboriginal Partnerships Plan [renamed Yana Ngargna Plan (*meaning Continuing Connection)]*

The Yana Ngargna Plan 2020-2023, developed through extensive consultation, lays the foundation for Council's partnerships and collaborative projects with the local Woi Wurrung, Aboriginal and Torres Strait Islander community. Council adopted the Yana Ngargna Plan in 2019/20 and will continue to implement the Year 1 action plan and adopt the Year 2 action plan.

Branch Organisational Culture, Capability and Diversity

Quarterly Milestones

September	Continue implementation of the 52 actions in the 2020 Yana Ngargna Year 1 Action Plan (calendar year) ensuring adaptions are made, where possible to meet Covid-19 restrictions
December	Commence report to Council on implementation of the actions in the 2020 Yana Ngargna Year 1 Action Plan (calendar year) Commence planning for the 2021 Yana Ngargna Year 2 Action Plan
March	Present report to Council on the 2020 Yana Ngargna Year 1 Action Plan Present 2021 Yana Ngargna Year 2 Action Plan to Council for adoption
June	Continue implementation of the 2021 Yana Ngargna Year 2 Action Plan

Attachment 1 - Proposed 2020/21 Annual Plan

3. A sustainable Yarra:

a place where... Council leads on sustainability and protects and enhances its natural environment

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

Strategies

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

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

3.2 Support and empower a more sustainable Council and Community

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

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

3.5 Promote responsible water usage and practices

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

3.7 Investigate strategies and initiatives to improve biodiversity

The following actions are being undertaken in 2020/21 to work toward achieving Council's strategic objective of *A sustainable Yarra*.

Number	Action
3.01	Climate Emergency
3.02	Embedding sustainability
3.03	Integrated Water Management Plan
3.04	Stormwater Harvesting Schemes feasibility study and concept design
3.05	Glass Bin Service

Attachment 1 - Proposed 2020/21 Annual Plan

3.01 Climate Emergency

Council Plan Initiatives
Promote programs that monitor and reduce emissions across the municipality and strive to achieve carbon neutral status, and
Continue to invest in initiatives to reduce energy use and emissions from Council operations

Council adopted its first Climate Emergency Plan in 2019/20. This year, Council will mobilise and enable our community to take effective climate action.

Branch Sustainability

Quarterly Milestones

September	Commence development of a '100% Renewable Yarra' campaign which supports renewable energy uptake in the community
December	Brief Councillors on a draft climate action program designed to enable and support the community to lead and participate in climate action
	Submit documentation for Council to remain a certified carbon neutral Council
	Provide status report on progress against the adopted Climate Emergency Plan actions
March	Continue with implementation of CEP programs as budget allows
June	Update Council on the status of implementation of the Climate Emergency Plan actions

3.02 Embedding sustainability

Council Plan Initiative
Embed adaptation sustainability across Council decision making processes

Council will continue to embed sustainability and adaptation across its strategies, policies, and decision making processes.

Branch Sustainability

Quarterly Milestones

September	Update QBL tool, training, and Climate Adaptation Guidance Tool to align with Climate Emergency Plan commitments
December	Further integrate sustainability into Council's corporate planning processes
March	Embed climate adaptation considerations into all new budget bids (discretionary projects and strategies)
	Engage Councillors in future strategic work for managing improved sustainability
June	

Attachment 1 - Proposed 2020/21 Annual Plan

3.03 Integrated Water Management Plan

Council Plan Initiative
Continue to implement and promote evidence based water conservation initiatives

Council will consult the community to develop an Integrated Water Management Plan.

Branch Infrastructure, Traffic and Civil Engineering

Quarterly Milestones

September	
December	Undertake public consultation to capture the community's priorities and feedback
March	
June	Report to Council on the findings of the public consultation and the final Integrated Water Management Plan for endorsement

3.04 Stormwater Harvesting Schemes feasibility study and concept design

Council Plan Initiative
Continue to implement and promote evidence based water conservation initiatives

Council will investigate the feasibility of introducing storm water harvesting schemes at Council operated open spaces and venues.

Branch Infrastructure, Traffic and Civil Engineering

Quarterly Milestones

September	Prepare a project brief to investigate the feasibility of introducing stormwater harvesting schemes at Council-operated open spaces and venues
December	Report to Council on the results of the investigation and nominate 3 sites to proceed
March	
June	Finalise the concept designs for the 3 nominated sites

3.05 Glass Bin Service

Council Plan Initiative
Reduce volume of kerbside waste collection per capita by behaviour change programs and increase of recycling

Roll out of a glass-only bin across Yarra to provide a kerbside recycling system that will allow the separation of recycled glass out of the recycling bin.

Branch City Works

Attachment 1 - Proposed 2020/21 Annual Plan

2020/21 Annual Plan
Council Plan 2017–21: Year 4

Quarterly Milestones

September	Deliver the Community Engagement Program to inform the community about the roll out
December	Complete implementation of the glass-only bin across Yarra
March	Audit the recycling bin material and the glass bin material
June	Provide a status report to Council on the new service and outcomes to date

Attachment 1 - Proposed 2020/21 Annual Plan

4. A liveable Yarra:

a place where...Development and growth are managed to maintain and enhance the character and heritage of the city

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

Strategies

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

4.1 Protect Yarra's heritage and neighbourhood character

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

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

4.4 Protect Council assets through effective proactive construction management

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

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

4.7 Encourage engagement with the community when developments are proposed

The following actions are being undertaken in 2020/21 to work toward achieving Council's strategic objective of *A liveable Yarra*.

Number	Action
4.01	Progress the Yarra Planning Scheme rewrite
4.02	Built Form Analysis for Major Activity Centres
4.03	Structure planning for Major Activity Centres
4.04	Built Form Analysis for Heidelberg Road, Alphington
4.05	Develop a framework for management of Council's own heritage assets

Attachment 1 - Proposed 2020/21 Annual Plan

4.01 Progress the Yarra Planning Scheme rewrite

The Planning Scheme sets out how land can be used, developed and protected. Council has been working on a major rewrite of the Planning Scheme to update areas of local policy that needed to be strengthened. This year Council will finalise the draft Planning Scheme and seek authorisation from the Minister for Planning to put it on exhibition for public consultation.

Branch City Strategy

Quarterly Milestones

September	Exhibit Planning Scheme Amendment (if 'authorisation' provided)
December	Brief Councillors on submissions received (if authorisation provided)
March	Consider and prepare response to submissions
June	Report back to Council post-exhibition regarding submissions and recommend final planning scheme provisions

4.02 Built Form Analysis for Major Activity Centres

Council Plan Initiative
Prepare a built form analysis as part of the preparation of structure plans for major activity centres

Preparation of Built Form Analysis for Alexandra Parade, Fitzroy West and Victoria Parade to inform Structure Plans for the Brunswick Street/Smith Street Major Activity Centres in Yarra and to support the future preparation of Design and Development Overlays in the Yarra Planning Scheme

Branch City Strategy

Quarterly Milestones

September	Complete Built Form Framework for Alexandra Parade, Fitzroy West and Victoria Parade
December	Finalise amendment documentation for interim planning controls
March	Report to Council to seek Council resolution to request interim controls from the Minister for Planning
June	Provide an update to Councillors on the status of the request to the Minister

4.03 Structure Planning for Major Activity Centres

Council Plan Initiative
Continue to develop structure plans for Yarra's major activity centres which build on the unique character of each precinct

Council will prepare Built Form Analysis and Structure Plans for Major Activity Centres in Yarra to support the future preparation of Design and Development Overlays in the Yarra Planning Scheme.

Branch City Strategy

Attachment 1 - Proposed 2020/21 Annual Plan

Quarterly Milestones

September	Complete background analysis report for Victoria Street and Bridge Road
December	Complete outline of draft structure plans
March	Brief Council on consultation with the community to inform the draft structure plans
June	Complete draft Structure Plan

4.04 Built Form Analysis for Heidelberg Road, Alphington

Council Plan initiative
Develop planning controls for Heidelberg Road, Alphington in conjunction with Darebin Council

Preparation and exhibition of a Local Area Plan and permanent planning controls for Heidelberg Road, Alphington

Branch City Strategy

Quarterly Milestones

September	Liaise with Darebin Council officers on a draft Local Area Plan
December	Work with Darebin Council officers to complete the draft Local Area Plan
March	Commence preparation of permanent planning scheme provisions
June	Report to Council on draft Planning Scheme provisions recommending a preferred option to seek permanent controls

4.05 Develop a framework for management of Council's own heritage assets

Council Plan initiative
Strengthen the protection of Yarra's heritage through the planning scheme, education, and resource provision

Council will identify and list its heritage assets and understand their heritage attributes so that their management can be integrated with Council's asset management framework and processes.

Branch CEO Office

Quarterly Milestones

September	Present a draft framework to Executive
December	Present a draft framework to Council
March	
June	

Attachment 1 - Proposed 2020/21 Annual Plan

5. A prosperous Yarra:

a place where...Local businesses prosper and creative and knowledge industries thrive

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

Strategies

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

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

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

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

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

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

5.6 Attract and retain creative and knowledge industries in Yarra.

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

The following actions are being undertaken in 2020/21 to work toward achieving Council's strategic objective of *A prosperous Yarra*.

Number	Action
5.01	Economic Development Strategy
5.02	Develop Yarra as a Smart City

Attachment 1 - Proposed 2020/21 Annual Plan

5.01 Economic Development Strategy

Council Plan Initiative
Promote the benefits of doing business locally including the benefit of access by walking and cycling

Council will adopt a new Economic Development Strategy outlining how Council can best support economic development by fostering greater investment and jobs growth in the municipality. Council is also providing assistance to the business community through its COVID-19 support package.

Branch City Strategy

Quarterly Milestones

September	Undertake consultation on draft Economic Development strategy
	Continue to support local business through COVID-19 period and assist where Council has the ability in recovery period
December	Finalise draft strategy and report back to Council seeking adoption of new Economic Development Strategy
March	Commence implementation of Economic Development Strategy action plan
June	Continue implementation of Economic Development action plan and report progress to Council

5.02 Develop Yarra as a Smart City

Council Plan Initiative
Implement an innovation hub to bring people together to focus on creative solutions, enabling a culture of continuous improvement, innovation and collaboration
Develop innovative Smart City solutions in collaboration with government, industry and community which will use open data technology (A leading Yarra)

Collaborate with the local community and relevant stakeholders to ensure Yarra becomes a Smart City which delivers a connected, informed and sustainable future.

Branch Office of the Director, City Works and Assets

Quarterly Milestones

September	Commence the Public Safety Infrastructure Grant project in Victoria Street, Richmond
December	Host a City Works and Assets Data Strategy Workshop to explore the use of data to inform decision making and create value
March	Establish the IMAP Smart City Working Group
June	Implement Yarra Science Play within the Yarra Libraries program
	Develop a data roadmap for City Works and Assets that will enable data to be utilised to progress and inform decision making

Attachment 1 - Proposed 2020/21 Annual Plan

6. A connected Yarra:

a place where...Connectivity and travel options are environmentally sustainable, integrated and well-designed

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

Strategies

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

6.1 Manage traffic movement and promote road safety within local roads

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

6.3 Investigate and implement effective parking management options

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

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

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

The following actions are being undertaken in 2020/21 to work toward achieving Council's strategic objective of *A connected Yarra*.

Number	Action
6.01	Review parking practices and options throughout the municipality
6.02	Public Transport Advocacy
6.03	LAPM Policy review

Attachment 1 - Proposed 2020/21 Annual Plan

6.01 Review parking practices and options throughout the municipality

Council Plan Initiative
Continue to utilise data, technology and community consultation to inform the management of parking

Council will continue to promote and educate the community on the complexity and requirements of parking with Yarra and assess the use of appropriate data in decision making.

Branch Compliance and Parking

Quarterly Milestones

September	Review parking guidelines and enforcement practices in line with demand, occupancy rates, safety and the needs of businesses in commercial zones
December	Investigate and utilise technology options to evaluate available data to streamline enforcement practices and variable pricing options
March	Examine and implement communication opportunities to educate the community in correct parking behaviour and Council polices
June	Examine and implement as appropriate consistent restrictions within identified commercial shopping strips

6.02 Public Transport Advocacy

Council Plan Initiative
Advocate to the State Government for improved accessibility to public transport services

Advocate for improved public transport services to meet the needs of significant population growth in Yarra; - in addition advocate for:

- DDA (Disability Discrimination Act) tram stops in Bridge Road (east of Church St) and Swan Street,
- increased rollout of electric buses in routes through Yarra,
- improved interchanges amongst modes to better service users, and
- trialling changed tram stop locations in Brunswick Street to assist in improved public spaces and safer cycling opportunities

Branch Strategic Transport

Quarterly Milestones

September	Continue to advocate for DDA tram stops in Bridge Road east Continue to advocate to the State Government to require providers to increase electric buses on routes in Yarra
December	Actively advocate for changes to tram stops in Brunswick Street to enable improved public spaces and safer cycling

	Continue to advocate for a bus route from Burnley Station to the northern suburbs via Chandler Highway past the former AMCOR site
March	Continue to actively assist Department of Transport on any proposed improvement projects to the public transport system in Yarra
June	Continue to advocate for improved DDA compliance at train stations in Yarra

6.03 LAPM Policy review

Council Plan Initiative
Transition Local Area Traffic Management program to Local Area Place Making programs

Council will review the LAPM Policy and determine an approach which will supersede the 2017 Local Area Place Making Policy. The proposed approach:

- Aims to ensure a proactive, consistent, fair and comprehensive approach to the investigation, consultation, design, implementation and monitoring of road safety
- Establishes clearly defined road safety/traffic management objectives to allow for a robust, focused approach to addressing safety issues
- Ensures the Council's responsibility as road manager focuses on road safety and the provision of safe and accessible streets, particularly for more vulnerable road uses as the primary objective
- Demonstrates a commitment to reduce the adverse impact of motor vehicles in the local street network, to improve road safety, prioritise active transport and enhance community amenity
- Looks to gain a strategic understanding of the value of place to the community (i.e. schools, libraries, cafes, parks, shopping strips etc.) and seeks opportunities to provide safe and accessible connections and/or improved infrastructure to these places for all road users
- Allows for the majority of traffic safety treatments to be funded via external channels such as Department of Transport (DoT) and Transport Accident Commission (TAC)

Branch Infrastructure, Traffic and Civil Engineering

Quarterly Milestones

September	Develop draft LAPM Policy following internal consultation
December	Present draft LAPM Policy to Council
March	Present final LAPM policy to Council for endorsement
June	Commence implementation of LAPM Policy

Attachment 1 - Proposed 2020/21 Annual Plan

7. A leading Yarra:

a place where...Transparency, performance and community participation drive the way we operate

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

Strategies

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

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

7.2 Continue to develop a culture of continuous improvement and innovation

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

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

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

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

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

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

7.9 Advocate for the best interests of our community

The following actions are being undertaken in 2020/21 to work toward achieving Council's strategic objective of *A leading Yarra*.

Number	Action
7.01	Develop Governance Rules
7.02	Develop Public Transparency Policy
7.03	Develop a Community Vision
7.04	Our Voice, Our Actions, Our Customer Experience (CX) : CX Program 2020-2022
7.05	Mid-Year Budget Review
7.06	Business Improvement
7.07	Your Say Yarra Youth Forums
7.08	Develop and implement the Risk Management Framework

Attachment 1 - Proposed 2020/21 Annual Plan

7.01 Develop Governance Rules

Council Plan Initiative
Provide training and re-enforcement of good governance practices

Council will develop Governance Rules to, among other things, guide the conduct of Council meetings, the disclosure of conflicts of interest, and the requirements during an election period.

Branch CEO Office

Quarterly Milestones

September	Continue development of Governance Rules
December	Present Governance Rules to Council for adoption
March	
June	

7.02 Develop a Public Transparency Policy

Council Plan Initiative
Provide training and re-enforcement of good governance practices

Development of a policy to give effect to the public transparency principles in the Local Government Act 2020, sets out which information is freely available and how a member of the public may request further information.

Branch CEO Office

Quarterly Milestones

September	Continue development of the Public Transparency Policy
December	Present Public Transparency Policy to Council for Adoption
March	
June	

7.03 Develop a Community Vision

Council Plan Initiative
Continue to implement strategies that enhance customer and community experience with Council across services

Work with the community through a deliberative engagement model to develop a Community Vision that captures the future aspirations of our community. Our community's Vision will provide direction and guidance for all of Council's future strategic planning and demonstrate our compliance with the Victorian Local Government Act 2020 (Act).

Branch Corporate Planning and Performance

Attachment 1 - Proposed 2020/21 Annual Plan

Quarterly Milestones

September	Commence engagement with internal stakeholders on future issues and opportunities
December	Commence engagement with broad community on future issues and opportunities
March	
June	Commence targeted, deliberative engagement with community to develop a Community Vision
	Commence preparation of the Community Vision for presentation to Council

7.04 Our Voice, Our Actions, Our Customer Experience (CX): CX Program 2020-2022

Council Plan Initiative
Continue to implement strategies that enhance customer and community experience with Council across services

Our CX Program frames a three year program of internal and external service experience improvements to build our vision of 'working together to build a better experience for all' into a reality.

Branch Customer Service

Quarterly Milestones

September	Develop organisation wide CX competencies
December	Define and select business improvement projects to demonstrate value of CX
March	
June	Define and build a business partnering model

7.05 Mid-Year Budget Review

Council Plan Initiative
Regularly review and update long-term financial planning to guide our budget decisions to ensure they are responsible and sustainable

Council will undertake a detailed review of its mid-year financial performance compared to budget to ensure achievement of financial sustainability measures across Council and appropriate allocation of financial resources toward achievement of the Council Plan.

Branch Finance

Quarterly Milestones

September	
December	

Attachment 1 - Proposed 2020/21 Annual Plan

March	Review half-yearly financial actuals against budget and identify any adjustments that are required to Council's full year forecast result to be reported in the half yearly finance report to Council
June	

7.06 Business Improvement

Council Plan Initiative
Continue to train staff in the application of appropriate continuous improvement methodologies.

Council's Business Improvement Framework identifies the operating context, goals, key activities, outputs and outcomes to be delivered. It incorporates a stronger and more consistent approach to continuous quality improvement.

Implementation of the framework and staff training in continuous improvement methodologies will ensure that Yarra's business improvement priorities are driven by a stronger customer-focussed approach.

Branch Corporate Planning and Performance

Quarterly Milestones

September	
December	Design and deliver the Business Improvement Program
	Define, prioritise and action business improvement projects and activities
	Support Post Covid-19 recovery and business continuity improvement planning
March	
June	Design and deliver the Business Improvement Program
	Define, prioritise and action business improvement projects and activities
	Support Post Covid-19 Recovery and business continuity improvement planning

7.07 Your Say Yarra Youth Forums

Council Plan Initiative
Promote programs to educate and encourage young people in decision making and participation in their local community

Council will develop an advisory and engagement platform for young people to engage with Council and Councillors.

Branch Family, Youth and Children's Services

Attachment 1 - Proposed 2020/21 Annual Plan

Quarterly Milestones

September	Host opportunities for young people to meet with Councillors
	Establish online platform for young people to have their say on issues affecting them in Yarra, and contribute to community consultations (via Your say Yarra website)
December	Provide advocacy and media training for young people
March	
June	Support young people to meet with Councillors via Your Say Yarra Youth Forums (min. 4 per year)

7.08 Develop and implement the Risk Management Framework

Council will develop and implement a Risk Management Framework.

Branch Risk and Safety

Quarterly Milestones

September	Present Risk Management Framework to Executive for approval
December	Develop Risk Management training program
March	Complete Risk Management training program
June	Review effectiveness of Risk Management Framework

11.3 Community engagement policy and action plan

Reference: D20/126177
Authoriser: Group Manager - Advocacy, Engagement and Communications.

Purpose

1. To seek final adoption of Council's community engagement policy 2020 and four year action plan.

Background

2. On 2 June it was unanimously carried that Council: "*endorse the draft community engagement policy and four-year action plan for a four week public exhibition period seeking community feedback."*

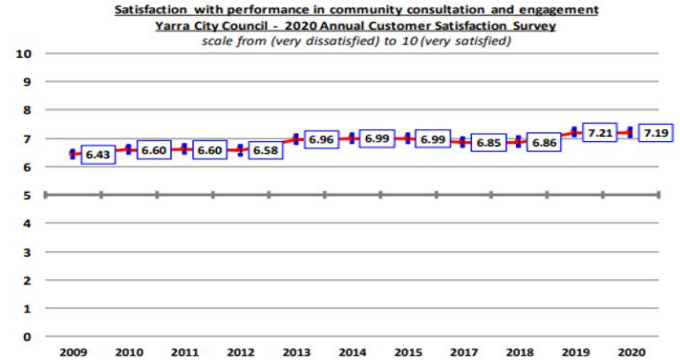
3. Exhibition of the draft policy and action plan was the final stage of an extensive community engagement process begun in 2019. Earlier stages of engagement fostered significant participation from the broader community. Targeted outreach to; groups at risk of underrepresentation, key local service providers and organisations as well as Council advisory groups, garnered meaningful input providing a solid foundation to this draft policy and action plan.

4. Council was presented with a detailed engagement report on stage one community engagement at the 2 June meeting.

5. The final draft policy and action plan also builds on the considerable work of Council in recent years to set the standard for community engagement, ensuring well researched and effective best practice methods underpin all our work. This includes trialling of a range of new digital and online tools, different approaches to outreach targeting traditionally underrepresented groups, campaign focussed engagement and further exploration of deliberative engagement practices.

6. Annual customer satisfaction surveying shows community satisfaction with our approach to community engagement has remained consistently high in recent years. Results in the last 2 years in particular, at 7.21 and 7.19, rank significantly higher than the Metropolitan Melbourne average at 6.77 and more so against other Inner Metro Councils at 6.63.

Satisfaction with Council's community consultation and engagement declined by less than one percent this year, although it remains at a "very good" level. This result was measurably higher than the 2019 IMAP (6.63) and metropolitan Melbourne (6.77) results.



7. The recent exhibition stage, seeking feedback on the draft policy and action plan, was undertaken throughout June this year and was promoted through:

   (a) direct email invitations to all participants from stage one;

(b) email campaign to a range of community stakeholder organisations;

(c) emails to Council's advisory committees;

(d) social media posts (Facebook, twitter and Instagram); and

(e) Yarra Life.

8. Typical of the exhibition phase of any consultation process, feedback for this stage was limited, receiving 20 survey responses and separately a detailed submission on behalf of Fitzroy Residents Association. The impact of Covid-19 may also have impacted participation at this stage of consultation. A full consultation report is attached.

9. The majority of participants indicated they were highly or reasonably supportive of the policy. Key themes included:

(a) praise and support for the foundational models of best practice frameworks that underpin the policy and our plain English approach to articulating our commitments;

(b) praise for inclusion of deliberative engagement practices;

(c) desire to see action and accountability match the policy commitments;

(d) support for the methods to reach underrepresented groups and in particular CALD communities in Yarra; and

(e) concern that the input of Yarra rate payers should be a prioritised focus of engagement.

10. It should be noted that the draft policy has drawn interest and received positive feedback from the Department of Environment, Land, Water and Planning and from across the local government sector. In its current draft form, Council's policy is considered a best practice framework for other councils responding to the new Local Government Act 2020 engagement requirements.

External Consultation

11. Two stages of consultation have been undertaken. A report outlining feedback received in the recent exhibition of the draft policy and action plan is attached.

Internal Consultation (One Yarra)

12. Significant internal consultation was undertaken including thee staff workshops.

Financial Implications

13. The Community Engagement Policy will primarily be delivered within existing operational budget, however, projects utilising deliberative engagement methods as per the requirements of the Local government act may require additional budget as will be determined through the appropriate project planning. Resourcing of individual engagement projects into the future may also identify the need for additional budget requirements through project planning.

Economic Implications

14. Not applicable to this Policy.

Sustainability Implications

15. Not applicable to this Policy.

Climate Emergency Implications

16. Not applicable to this Policy.

Social Implications

17. Involving diverse and underrepresented community groups in the development of this policy and in Council planning and decision making is intended to positively encourage wide participation in social aspects of the Council's service delivery.

Human Rights Implications

18. The policy reflects the requirements of the Charter of Human Rights and Responsibilities Act 2006 relating to civic engagement.

Communications with CALD Communities Implications

19. Considerable effort was taken in the first round of engagement to target consultation with underrepresented cohorts, including public housing tenants and people with English as a second language. For example, outreach on the Collingwood Housing estate at the Harvest festival and to the Victorian Public Tenants Association, two English as second language class providers, a workshop with Richmond housing estate residents at Belgium Avenue neighbourhood house and consultation with neighbourhood house managers as well as consultation with the Multicultural Advisory Committee.

20. The policy includes specific reference to involving CALD communities in community engagement and the action plan contains actions that will enhance our outreach to CALD communities.

Council Plan, Strategy and Policy Implications

21. The development of an updated and refreshed Community Engagement Policy aligns with Strategic Objective 7 of the Council Plan 2017-2021, being: *A Leading Yarra: Transparency, performance and community participation drive the way we operate*.

Legal Implications

22. Not applicable to this Policy.

Other Issues

23. NA

Options

24. NA

Conclusion

25. This policy and action plan are the culmination of considerable research and engagement, both internal and external, spanning 18 months. The draft policy is already considered a model for the local government sector and the action plan will support our continued high standard delivery of community engagement.

RECOMMENDATION

1. That:

   (a) Council formally adopt the Community engagement policy 2020 and four year action plan.

CONTACT OFFICER: **Natalie Thomas**
TITLE: **Senior Advisor Community Engagement**
TEL: **9205 5154**

Attachments

1⇩ Exhibition outcomes report
2⇩ Draft Community Engagement Policy 2020
3⇩ Community Engagement Action Plan 2020 2024

Attachment 1 - Exhibition outcomes report

Stage 1 - Community engagement report

Purpose

To listen to community feedback on, and assess community support for, the draft community engagement policy 2020 and four year action plan.

Figure one: stages and influence

Internal early 2019	External stage 1- input to inform draft mid to late 2019	External Stage 2 - exhibition of draft policy and action plan June 2020
Involve	Consult/involve	Consult

Objectives – exhibition stage

- Report back to the community on the outcomes of stage one external engagement and show how the policy and action plan respond to that input
- Ensure promotion to and encourage participation of participants in stage one as well as the broader community
- Provide plain accessible and plain English context and information to support engagement

What did we ask?

Participants were asked:

- To provide feedback on the policy, in particular their level of support for the nine commitments that shape our policy and our accountability?
- To provide feedback on the approach that guides the four year action plan under each of the directions:
  - Transparent and accountable
  - Representative and inclusive
  - Informed and meaningful
  - Respecting and strengthening community
- Participants were asked to provide both a rating of their level of support and further comments on both sections.

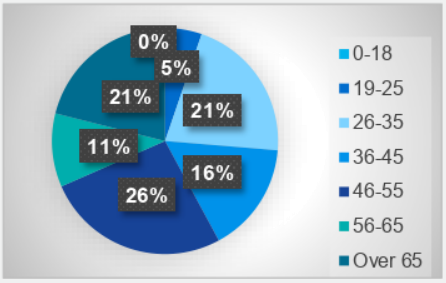
Promotion undertaken

- Direct emails invitations to all participants from stage one
- Email campaign to a range of community stakeholder organisations
- Emails to all advisory groups
- Social media posts (Facebook, twitter and Instagram)
- Yarra News E newsletter

Who did we hear from?

- 296 visitors to the Your Say Yarra page
- 20 completed survey responses
- 1 detailed submission on behalf of the Fitzroy Residents Association

Attachment 1 - Exhibition outcomes report

By age group	By connection to Yarra
	• 100% residents • 25% work in Yarra • 15% own a business in Yarra • 40% pay rates in Yarra

What did we hear?

- Level of support for the nine commitments that shape our policy and our accountability:
  - An average 60% of participants stated they were reasonably or highly supportive of the nine commitments
  - Note: the level of satisfaction relating to, "*Respectful: we value and respect our community's time, engaging closely when their influence is high and scaling back when it is more limited,"* rated significantly higher than all other commitments.
  - 5% were not sure
  - The remainder were somewhat or definitely unsupportive (It should be noted that a significant percentage of responses stating "unsupportive" related to dissatisfaction on customer service or particular neighbourhood based decisions).

- Level of support for the approach that guides the four year action plan under each of the directions:
  - An average of 72% stated they were highly or reasonably supportive of the directions guiding the plan
  - An average 5% were not sure
  - The remainder were reasonably or highly unsupportive
  - Again a significant number of unsupportive responses related to dissatisfaction on issues outside the scope of this policy and action plan
  - Support for the actions listed under "Respecting and strengthening community" was notably higher than for other directions

Key themes captured through participant comments	Council officer response
Support for the best practice frameworks and theory that underpins the policy and the accessible language used to give context	Noted
Support for the inclusion of deliberative engagement practice	Noted

Attachment 1 - Exhibition outcomes report

Key themes captured through participant comments	Council officer response
Acknowledgement of different approaches and methods required to include groups at risk of underrepresentation with particular suggestions around outreach to CALD communities	Noted. The action plan includes further initiatives to enhance our engagement of Culturally and Linguistically Diverse Communities including progressing our ability to reach out to key organisations and community leaders through our stakeholder mapping.
Concern to see actions and evidence of accountability match the commitments provided in the policy	Noted. The policy provides clear outline on how we will report back to the community on outcomes of community engagement advising how they will inform next steps and decision making.
Concern over a lack of response to general inquiries or complaints made to Council.	These concerns were outside of the scope of this policy and action plan, however, the feedback has been forwarded to our access Yarra team and council officers relevant to the issues cited.
Concern that the interest of rate payers in Yarra rate payers should be given the primary focus of decision making yet not referenced in report on stage one engagement outcomes	Noted. The participation of home owners at 41% and apartment owners at 19% was provided in the report from stage one engagement showing significant level of input was provided by Yarra rate payers. All analysis of overall preferences towards outreach channels and methods of participation included the input provided by these groups. Approximately 50% of Yarra's residents are renters and many are customers of Council services. This number as a percentage is projected to grow. It is therefore, recommended the voices of non-rate payer residents are actively included in decision making processes to ensure services and infrastructure are meeting the needs of the broader population and Council decisions are reflective of the needs, expectations and priorities of the community as a whole.
The Fitzroy residents association provided a detailed submission commending a number of specific actions included in the action plan and also providing specific recommendations: • That the Policy include the following under the heading 'Community Engagement': "The Yarra City Council is committed to community-based governance and will seek opportunities for participatory and deliberative democracy. The Yarra City Council recognizes the need to refresh its political legitimacy and to	Yarra Council has been at the forefront of deliberative engagement practice in local government having facilitated a number of key planning and decision making processes. Examples include: ○ Liveable Yarra project informing the rewrite of the Yarra planning scheme policy ○ The Yarra Age Care services community panel ○ representative workshop on parking management in Yarra Deliberative engagement practice is now formally acknowledged in the draft policy and actions in the four year plan address delivery of best practice deliberative processes.

Attachment 1 - Exhibition outcomes report

Key themes captured through participant comments	Council officer response
ensure managerial competence in all aspects of its work." • The Community Engagement Action Plan 2020 – 2024 should be strengthened through the inclusion of community advisory boards, neighbourhood committees, community budgeting and citizen juries as a means of achieving joined-up planning and services. These are best enacted before the current Council term ends in October to lay the groundwork for future engagement with the community. • 'Diverse communities such as LGBTIQ+' be included in the Community Engagement Policy (Table page 5).	Representation of all neighbourhoods will be a key deliverable in the deliberative panel process that will be undertaken to determine Yarra's long term community vision and four year Council plan. This process will be undertaken mid-2021. "Diverse communities such as LGBTIQ+" has been added to the policy to reflect community expectations.

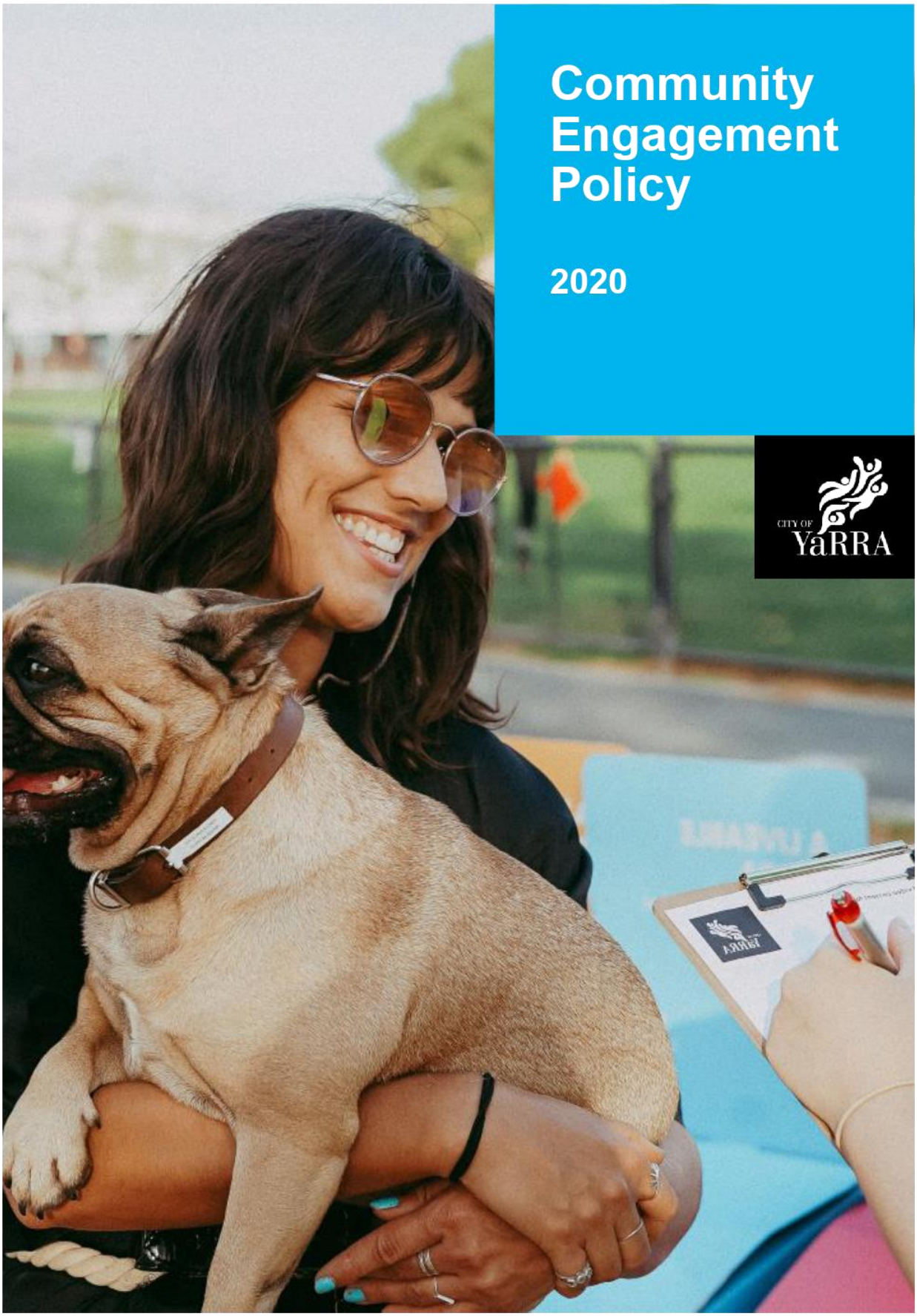
Sample of comments relating to key themes

- "It's terrific, well done, easy to read. A good mix of plain English and theory. It shows you take engagement seriously and that your methods are grounded in evidence and research."
- "Great to see the draft policy recommend citizens juries and deliberative panels.
- "State how council will measure its achievements, to clearly see whether council has achieved its objectives or failed to meet them. Currently Council doesn't respond to feedback, complaints or issues submitted via email or its "Report an Issue" webpage."
- "Lets make sure that there is action and not just lots of nice words. Yoursayyarra is a good initiative to get feedback and ideas, but council officers are the ones to make it all happen."
- "Where changes are going to impact a significant % of people from non-English speaking backgrounds, or first nations people - having a more representative group of people doing the engagement should be considered to make it possible for impacted residents to look like they are worth talking to. Signs and printed material in the non-English languages of the most impacted groups' language."
- "Driving a stronger and united sense of community is extremely important in Yarra because of the diverse backgrounds stakeholders come from. However, your primary intent must prioritise the interests of the private ratepayers of this LGA - they determine the level of investment, maintenance and development the homes in this city experience, and this is all about the place we call home."

Attachment 1 - Exhibition outcomes report

- "The FRA believes that deliberative community engagement can help to create better council services, promote social cohesion and foster a thriving democracy. The FRA therefore commends the Action Plan for identifying compliance and best practice and providing resources to the community in the form of guides and Page 2 of 2 templates, deliberative engagements, social media campaigns to engage with a broader audience, exploring new on-line methods (we would encourage a new platform for feedback and complaints), new place-based online engagement methods and a representative and meaningful consultation process."

Attachment 2 - Draft Community Engagement Policy 2020



Community Engagement Policy

Acknowledgement

Yarra City Council acknowledges the Wurundjeri Woi Wurrung people as the Traditional Owners and true sovereigns of the land now known as Yarra. 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 and to their Elders past, present and future.

What do we mean by 'community engagement'?

Community engagement provides opportunities for the community to be involved in planning and decision-making because understanding the needs, aspirations, concerns and ideas of the community improves Council's planning and delivery of services. Good community engagement supports the building of respectful relationships it can also result in community strengthening and capacity building. Hearing from a range of perspectives leads to sustainable decisions and encourages ownership and belonging from all sections of our community. Importantly, it ensures transparency, integrity and trust in Council processes.

What is the purpose of this policy?

This policy is our commitment to the community on the principles and values that guide our community engagement. It applies to our councillors, staff, contractors and volunteers. It also serves as a guide for external organisations delivering infrastructure and services in Yarra. The policy outlines the role that community members can reasonably expect to play in our planning and decision-making.

This policy provides the core values underpinning our approach to community engagement. Detail on our day-to-day practice is provided to all Yarra staff in **A guide to Community Engagement in Yarra.** The process guide is a regularly updated companion volume with advice on a range of engagement scenarios, as well as a suite of templates and other resources. More detail on our deliberative engagement practice (see definitions) is available to all staff in **A guide to deliberative engagement in Yarra**.

Our promise to the community

The principles below (Table 1.) guide each of our community engagement projects. They are based on community feedback sought over a six month period and involving online and in person opportunities. A number of targeted consultations were arranged to include all advisory groups, different socio-economic groups, a range of language backgrounds, the voice of children and young people, the growing renter demographic and those living in multi-unit developments.

They are also based on best-practice community engagement frameworks including the International Association for Public Participation (IAP2) **Core Values for the Practice of Public Participation**, the Victorian Auditor General's Office (VAGO) **Public Participation Principles** and the principles outlined in the **Victorian Local Government Act** 2020.

Table 1. We commit to community engagement that is:

Representative	We identify people and groups likely to be affected by our decision, and ensure they have the chance to participate.
Accessible	We use methods that empower underrepresented groups to get involved. We use a variety of online, print and face-to-face methods to maximise our reach and remove potential barriers.
Meaningful	We empower stakeholders with relevant, objective and plain English information and resources to allow informed participation.
Transparent	We explain which elements the community can influence, to what level and how we will use our community's input.
Accountable	We report back to the community, explaining what we asked, what we heard, and what we did.
Respectful	We value and respect our community's time, engaging closely when their influence is high and scaling back when it is more limited.
Flexible	We adapt to evolving circumstances, including allowing for newly identified stakeholders to engage as necessary throughout the process.
Supportive	We advocate on behalf of the Yarra community where the work of external agencies (including other tiers of government) impacts our community.
Prepared	We ensure our engagement practitioners and decision makers have the right training, guidance and resources.

What guides our engagement

When we engage

Engagement should happen early in the planning stage for any changes to or introduction of new, services, facilities, policies or local laws that impact our community, including Council's budget. It may need to occur at several stages in the lead up to final plans or decisions. The greater the impact on the community, the more interactive the consultation will be. Where necessary we will conduct technical research and feasibility of options before seeking community input to ensure the community is appropriately informed.

How we engage

Our approach is guided by the IAP2 **Spectrum of Engagement** which describes five levels of engagement, from 'inform' through to 'empower'. It matches the role of the community with the level of influence they should expect. Many projects will involve more than one level of engagement. This is because the community can have different levels of influence at different stages of the project and different groups within the community may be more directly impacted than others. Table 2 below describes the five levels of the spectrum and the roles of Council and community.

Table 2. Spectrum of engagement

	Inform	Consult	Involve	Collaborate	Empower
Our goal	To provide balanced and objective information to make our community aware of something that has happened or will happen.	To listen to our community's feedback on options or a potential decision and take their input into account.	To seek input to identify issues, concerns and aspirations to inform decision making and show how that input has informed the decision.	To work with our community to develop a detailed understanding of all the issues and opportunities and identify agreed solutions at every step of the process.	To build the capacity of our community to identify solutions and/or lead change.
Our promise to our community	We will keep you informed.	We will listen to and acknowledge your concerns.	We will work with you to exchange information, ideas and concerns.	We will seek advice and innovation from amongst the various stakeholder groups.	We will work with you to implement agreed decisions.
The role of our community	Listen	Contribute	Participate	Partner	Partner or Lead

Who we engage with

We make better decisions when we fully understand the needs, priorities and concerns of individuals and groups within our community. When we are planning to make a decision, we first identify the people and groups likely to be affected, and we reach out to involve them in the process. We recognise that some groups face barriers to engaging with us and we commit to using methods that enable and encourage their participation. Identifying who is impacted or interested in a decision, best methods of outreach and any barriers to participation are guided by a rigorous stakeholder identification process and our guide to working with groups at risk of underrepresentation that is routinely updated for current best practice.

Our community stakeholders

We understand that some of our decisions affect the entire community, but we also know that most of our decisions affect some people more than others. We work hard to identify and engage directly with the most impacted, including those who face barriers to participation. Some community members fall within multiple stakeholder groups, making them particularly relevant to certain engagement processes.

Table 3. Examples of our many community stakeholder groups include:

Aboriginal and Torres Strait Islander people	Motorists	Public transport users
Business owners	Neighbourhood houses and community centres	Resident associations
Carers	Neighbouring councils	Residents and ratepayers
Children and young people	Non-resident ratepayers	Rough sleepers
Community advocacy groups (e.g. 'Friends of…'	Not for profit services	Schools, kindergartens and childcare centres
Council service users	Older people	Service groups
Culturally and linguistically diverse people	Other government agencies and tiers of government	Shoppers and diners
Cyclists	Owner-occupiers	Sports and recreation clubs
Diverse communities such as LGBTIQ+	Parents and guardians	Students
Emergency services	Park users	Visitors
Families	People with disability	
Heritage and history interest groups		

Other stakeholders

Sustainable decision making is also achieved when we involve relevant service providers, decision makers and funding bodies who might be external to council. This might be seeking their input prior to community engagement to understand all issues and parameters of a decision or to facilitate conversation between different community stakeholders and other levels of government or to inform those organisations and state and federal government of our community's concerns and aspirations.

Table 4. Examples of other stakeholders include:

Public Transport Victoria and Yarra Trams	Melbourne Water	VicRoads
Department of Health and Human Services	Victorian Planning Authority	Not for profit community service providers
State government	Federal government	Victorian Building Authority

Council committees

We work with a number of advisory committees including Council interest groups and project consultative groups who provide us with detailed feedback on the ways our decisions may affect specific communities. Some help us understand the issues and concerns of underrepresented voices (e.g. Aboriginal Advisory Committee), while others help us understand specific interests (e.g. Heritage Advisory Group). The role of these advisory committees is guided by the **Council Committees Policy 2019**.

Our tools and methods

Different types of engagement suit different decisions according to the level of impact, and level of influence the community will have. Every project or decision will vary according to its context, who it affects and how it impacts them as well as what can be influenced or is achievable. We assess each project accordingly.

Table 5. Examples of how different types of engagement may align with influence

	Inform	Consult	Involve	Collaborate	Empower
Examples of Council decisions and planning			The Local Government Act requires deliberative engagement practices for: • Long term Community Visions • 4 Year Council plans • Financial management plans, and • Asset Management Plans On long term and significant impact projects like these we use methods to partner with the community.		
			High impact and complex projects for example, major park upgrades, precinct master planning or annual budget planning require extra levels of interaction and often happen over several stages.		
		Decisions carrying a lower impact still require community input but less time and resource intensive methods.			
		Sometimes options are limited for practical reasons for example work must be carried out but we will ask you how and when it should happen.			
	Sometimes, we may need to inform you of a decision where there is no opportunity for community input. For example where there are public safety issues that need to be addressed, we are not the decision-making authority, or there are no real options available. In these cases, we will keep you informed.				

The tools and methods we use make a big difference to who can participate and how meaningful the feedback is. Often our projects will use different methods at different stages. For example we might consult to gather ideas at early stages and then involve, collaborate or empower to finalise priorities, design details or decision details. Examples of the types of methods and tools we employ are shown in table 5 according to the type of engagement.

Table 6. Examples of tools and methods according to engagement type:

	Inform 	Consult 	Involve 	Collaborate 	Empower 
Example methods	• Signs • Yarra Life ebulletin • Social media • Yarra News bimonthly magazine • Direct mail	• Surveys (online and hard copy) • Ideas boards • Creative projects • Online pin-dropping map tools • Face-to-face listening posts	**Partnering with the community** • Workshops • Community panels • Advisory groups • Online forums • Co designing • Detailed online mapping, ranking and prioritising tools • Regularly reporting back to the community across multiple stages of engagement • Elements of deliberative engagement processes		• Independently governed reference groups • Citizens juries • Representative deliberative panels • Deliberative budgeting

This list is not exhaustive. There are many other methods and tools we can use. Our **Guide to Community Engagement in Yarra** provides a longer and more detailed list of our methods and tools. It also discusses the ways we adapt our approach to reach different stakeholder groups. For example, to boost participation of people with disability, we can make sure that our online survey is compatible with screen readers, our workshop venues are accessible to mobility aids, and that participants are aware that we can arrange support staff (e.g. Auslan and language interpreters). Where projects impact children and young people we work with our local early years and youth service providers and school communities, and use age appropriate methods.

Transparent and accountable engagement

Our community tell us that clearly understanding the scope and potential impact of a decision, the type of influence they can have on a decision and being made aware of the outcomes of participating in engagement are the key drivers of participation. These three elements are also what make our engagement meaningful, transparent and accountable.

We will achieve this transparency and accountability through:

1. Empowering stakeholders with relevant, objective and plain English information and resources to allow informed participation.

2. Explaining which elements the community can practically influence, to what level and how we will use our community's input.

3. Reporting back to the community, explaining what we asked, what we heard, and what we did and/or the next steps that can be expected in the process.

Note: Reporting and updates will always be available online through our **Your Say Yarra** consultation platform, as well as provided directly to those who asked to be kept informed and have provided contact details.

Understanding our community

Understanding our communities of identity, place and interest supports targeted engagement and outreach to those groups. Our research tells us that currently, the top three sources of local news and information for our residents are:

- Word-of-mouth – friends, family, co-workers and neighbours (49%),
- Facebook (44%), and
- Council publications (39%)

We also know that unique aspects of our community and changes in technology and expectations require us to routinely adapt, refresh and update our approaches.

The diversity of our population

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.

Over the past 70 years, Yarra has welcomed large numbers of immigrants, refugees and asylum seekers from Europe, Asia and (more recently) Africa. Each group of new arrivals has diversified and strengthened the culture and economy of Yarra. We know that currently:

- about 19% of Yarra residents were born in non-English speaking countries, and
- 23% speak a language other than English at home.

- In Yarra, 14.8% of the population has a disability and 7.2% of the Yarra population are unpaid carers assisting their family members. This totals 21% of Yarra's population- a large proportion of our community that face challenges to actively participate in community life.

- Yarra is a municipality of socio-economic extremes. While a third of households earn over $2,500 per week, and 58% of workers are in managerial and professional occupations, more than one quarter earn less than $400 per week and many are living with economic hardship and social disadvantage.

- Our methods of travel differ greatly to other municipalities. Yarra residents are more likely to travel by foot or bike than other municipalities, with nearly a half of all journeys to and from work using sustainable methods.

- Yarra has more than double the number of carless households (20%) than greater Melbourne (9%).

Changes to how we live and interact

Our population is increasingly young and transient.

- Just over 30% are aged 25 to 34, compared with 16.3% for greater Melbourne and just over half our residents are renting, compared to just under a third in greater Melbourne.

- Over the years 2011-2016, we had close to 8,000 people move into Yarra who were between the ages of 18 and 35. During this time, close to 3,300 people aged 35-44 moved out. These statistics reflect the high number of renters in Yarra (ABS, Census of Population and Housing 2006 and 2016).

More than ever, we are operating in a digital society where mobile technology makes access to information and people's ability to interact instant, easy and attractive to a much larger audience. This presents great opportunities for us to engage with our community online through our **Your Say Yarra** consultation platform and social media channels. A mixture of online, in person and hard copy opportunities, however, are still important.

Our inner urban culture and character

Our 235 hectares of parkland and open space offer a welcome buffer to high density living, and our heritage buildings are central to Yarra's character. Three-quarters of Yarra's buildings are covered by a Heritage Overlay.

Yarra has an identity as a creative place, built upon the legacy of the students, artists and activists who moved to the inner suburbs in the 1970s and 80s. Yarra's cultural assets include:

- 60 art galleries and numerous artist studios,
- over 50 live music venues,
- the Wurundjeri Tribe and Land Council and other key Aboriginal organisations,
- three community radio stations, and
- a growing creative industry.

Yarra is renowned for its dynamic mix of retail, hospitality and entertainment precincts, attracting locals, visitors and tourists alike and we have a thriving local economy employing nearly 70,000 people.

- The largest employer is the health sector, which accounts for over a fifth of all jobs,
- closely followed by the retail food and accommodation sector,
- Most of Yarra's workers (86%) live outside the municipality.

Legislative environment

Our engagement work is necessarily guided by Victorian Government legislation and we are obliged to follow some processes. These processes often relate to long term and strategic planning and finance, for example the Council budget, developing the community vision, the four year Council plan or amending the planning scheme.

The **Victorian Local Government Act** 2020 outlines a set of five overarching principles that are central to our engagement practice. They broadly outline the need for community engagement to be transparent, accountable, meaningfully informed and representative. The act also outlines the process for developing a Community Vision.

Other relevant legislation includes the **Charter of Human Rights and Responsibilities Act** 2006, **Public Administration Act** 2004, **Equal Opportunity Act** 2010 and the **Child Safety Act** 2015.

Development and adoption of the policy

This Community Engagement Policy 2020 was adopted by Council resolution on >>>insert date<<<, superseding the Community Engagement Policy 2014.

This policy was directly informed by:

- online and face-to-face conversations with our community generating nearly 400 contributions
- in person opportunities that included direct engagement with our neighbourhood houses, community events engaging public housing residents, activities adapted for our CALD communities and a number of engagement projects trialling different methods to include the voice of children and young people
- consultation with our 14 community advisory groups
- best practice and statutory guides outlined in the references
- detailed input from our internal engagement network of IAP2-certified engagement practitioners

References

This policy is informed by a range of external research, and best practice standards, including:

- Public Participation in Government Decision Making - Victorian Auditor General's Office – better practice guide
- IAP2 Quality assurance standards - Core Values, Practitioners code of ethics and the IAP2 Spectrum of engagement
- Victorian Small Business Engagement guidelines
- New Democracy - Foundations for best practice in deliberation
- 2017 Market research study – communication methods and hard to reach groups
- 2019 Yarra City Council Annual Customer Satisfaction Survey
- City of Yarra Community Profile – social atlas id.
- REMPLAN – City of Yarra economic profile **Definitions**

Definitions

Community engagement	Involving those affected by or interested in a decision in the decision making process.
Community	Can refer to the city of Yarra community as a whole or: • community of place (based on geographic location e.g. the Richmond community) • community of practice (based on common interests and activities e.g. the bike riding or gardening community) • community of identity (based on an individuals shared perspective e.g. Aboriginal heritage, language speakers, residents of public housing, particular age groups or a religious community)
Stakeholders	Sections of the community involved in engagement because of impact, interest or responsibility to deliver on an outcome. Can also refer to external organisations, and other levels of government involved in a decision. Always includes internal decision makers and implementers of decision outcomes.
Tools and methods	Refers to the many types of engagement that can be employed such as online or in person, public meetings and community panels, surveys, ideas boards, public competitions or deliberative budgeting for example.
Engagement approach	The design/plan that ensures appropriate timing, resources, tools and methods according to a considered analysis of those affected, impacted or interested and the scope and remit of any engagement project.
Co-design	A partnership with community to come to an agreed model or design of service delivery or public infrastructure. Can also refer to the co-design of the engagement process itself to ensure it is fully transparent and works for all parties.
Representative Community Panel	Can be used to deliver a range of engagement types from world café's, in person and/or online advisory groups through to complex deliberative processes. **Larger panels** *(50-60 participants)* can provide a representative sample of the population (to acceptable industry standards) of Yarra and can be appropriate for whole of Yarra decisions with wide reaching impact. **Smaller panels** *(15-30 participants)* can provide representative samples for niche decisions impacting particular groups of the Yarra community but still require appropriate support, time and information.

Deliberative processes and/or citizens juries	Usually convened for more complex, long term and high impact issues, where perspectives are likely to differ and/or where the issue is high impact on sections of the community. Can take different forms but best practice always involves: • a representative sample of the population or group who are impacted (see representative panel) • a clear scope and remit that often asks for an agreed compromise of interests and outcomes, agreed priorities or consensus on a vision and direction • provision of timely, objective and independently sourced/verified information • sufficient time (often half day sessions spread across several weeks or months) • support to participate (including independent facilitation, reimbursement for time, hardships and expenses incurred and sometimes co-design of the process) • a commitment to participants on the level of influence their recommendation or decision holds (usually high)
Deliberative elements	Used where time and resources required of a full deliberative exercise is incompatible with the level of impact a decision entails, but the impact is sufficiently high or the decision is sufficiently complex to still warrant an extra level of transparency, meaningfulness and representation. Examples of elements of deliberative practice include: • Inviting a representative sample of those impacted by a decision in to a one off workshop in order to hear the range of perspectives and share more detailed information (this would usually happen after a broader community consultation so the full range of perspectives and issues requiring compromise are fully understood) • Inviting the community to consider the trade-offs involved in decision by presenting options, choices or a budget framework • Offering information sessions and accessible explanations of the project scope where issues are complex or dependent on other factors • Inviting key stakeholders or a sample of those highly impacted to co-design the engagement process to ensure it reaches out to the right groups and is fully representative

Community engagement action plan 2020-2024

1. TRANSPARENT AND CONSISTENT

We clearly communicate the scope of the decision, as well as the community's role, level of influence in the process and the outcomes or future actions arising from the engagement. We are consistent in our approach so the community knows what standards to expect.

Action	Timing Short = Years 1&2 Medium = Years 2&3 Long = Years 3&4	Measure
1.1 Support consistent compliance with best-practice and statutory frameworks by developing and implementing engagement resources, including a process guide and planning and evaluation templates.	Short	Community Engagement Process Guide and planning and evaluation templates are launched, available to staff on the intranet and used consistently.
1.2 Develop a training model and build staff capacity to ensure best practice standards are consistently adhered to across the organisation.	Medium, long	Engagement training and capacity building is developed and implemented, including online and in-person training opportunities.
1.3 Support managers across the organisation to lead teams that meet Yarra's community engagement principles and standards.	Short	Community engagement process overview is included in the Managers Induction Manual.
1.4 Investigate opportunities to embed Community Engagement within Yarra's budgeting, planning processes and/or project management frameworks.	Medium, Long	The appropriate process or framework has an embedded community engagement component.
1.5 Ensure participants in community engagement projects are kept informed of the outcomes and/or any future stages they should expect to see in the process.	Short, medium, long	Reporting back model and procedure is included in Community Engagement Process Guide and planning and evaluation templates and a

Attachment 3 - Community Engagement Action Plan 2020 2024

Action	Timing Short = Years 1&2 Medium = Years 2&3 Long = Years 3&4	Measure
		consistent model of reporting back to the community is reflected on the Your Say Yarra Website.
1.6 Ensure Yarra can undertake best practice deliberative engagement.	Medium	A resource guide on deliberative engagement practice is developed and communicated. A register of independent engagement facilitators and specialists is developed and communicated.
1.7 Promote online engagement opportunities through the Your Say Yarra website and encourage greater participation.	Ongoing	The number of people participating in Your Say Yarra platform increases annually.

2. REPRESENTATIVE AND INCLUSIVE

We routinely refresh our understanding of our community in order to actively reach out to those who are impacted, affected and/or interested in Council decisions. We use methods that ensure access equality and adapt our approach to support inclusive engagement.

Action	Timing	Measure
2.1 Embed robust stakeholder identification within our community engagement planning and evaluation processes to support representative and inclusive engagement.	Short	Stakeholder mapping process embedded in our process guide and templates.
2.2 Ensure communication materials used for community engagement are written in plain English and use accessible formats.	Short to medium, ongoing	All engagement materials comply with Yarra's Accessible Communications Guidelines.
2.3 Embed best-practice principles in the process of engaging with groups that	Short	The Community Engagement Process Guide includes best

Attachment 3 - Community Engagement Action Plan 2020 2024

Action	Timing	Measure
might be at risk of underrepresentation including: people with a disability, older people, children and young people, people from different cultural or linguist backgrounds, Aboriginal and Torres Strait Islander people and renters.		practice principles to engage with groups at risk of underrepresentation.
2.4 Continue to trial creative and age-appropriate approaches to deliver meaningful engagement with children and young people.	Short, medium	Engagement projects provide specific opportunities for children and young people to participate.
2.5 Embed a strengthened, whole of Council approach, to including the voice of children in Council decision making through consistent practice, supporting resources and professional development.	Short, medium and long term	Establish guide with tips, principles, statutory obligations, useful case studies and reference to available resources on intranet. This is supported by library of physical, age appropriate engagement resources and professional development delivered to teams routinely engaging children in their practice.
2.6 Develop an effective, youth-led approach to engaging young people aged 12 to 25.	Short to medium	A youth-led approach to incorporating the voice of young people in council decision-making is established and implemented.
2.7 Create a centralised and regularly updated database of community contacts, including; multicultural community groups, public housing representative organisations, local sporting groups, business associations, resident groups and other relevant community based, peak body or advocacy groups. The database will be used internally to assist proactive outreach.	Short, medium and long	Database of community contacts is developed and updated annually.
2.8 Support meaningful engagement for people living with disability.	Short, ongoing	Engagement projects provide opportunities for people living with disability to participate, with accessible materials online and in hard copy, promotion of accessible supports at consultation events and updating the

Action	Timing	Measure
		Your Say Yarra registration fields to allow individuals to outline their accessibility requirements.
2.9 Review our stakeholder mapping processes and community profile to ensure we continue to engage the most impacted demographics.	Annual	Internal resources are updated annually to reflect demographic changes.
2.10 Develop creative social media campaigns to support informed and meaningful engagement that encourages the participation of a broader audience, particularly renters and young people.	Short, medium	Social media campaigns are delivered that supported participation from a broad audience that reflects Yarra's demography.

3. INFORMED AND MEANINGFUL

We make sure those affected by or interested in a decision are informed by timely, relevant and objective information provided in a plain English and accessible format. We ensure the engagement methods are appropriate to the purpose and objectives of the engagement and the level of impact and influence involved in that decision making.

Action	Timing	Measure
3.1 Explore the use of different online methods and tools to present complex or technical information in an accessible, relatable and interactive way, to assist the community to engage meaningfully.	Ongoing	A range of digital engagement tools are implemented that deliver complex content in an easily accessible format.
3.2 Assist staff to engage with Yarra's advisory committees.	Short, ongoing	A central contact list details is available. The role of advisory committees is embedded within Community

Action	Timing	Measure
		Engagement Policy and process guide.
3.3 Be clear about the role of technical and social research and where it differs from, supports or is supported by community engagement.	Short, ongoing	Clear definitions and processes are outlined in the Community Engagement Process Guide.
3.4 Explore place-based online engagement methods and tools where appropriate to facilitate a neighbourhood approach.	Ongoing	Use map based engagement tools and investigate new digital opportunities where appropriate.
3.5 Ensure engagement methods are appropriate to the level of impact on the community and their level of influence on the decision-making process, in line with the IAP2 spectrum of engagement.	Short, ongoing	Council engagement processes use a range of engagement methods appropriate to different levels of influence as outlined in the community engagement policy and process guide.

4. RESPECTING AND STRENGTHENING COMMUNITY

We acknowledge and value our community's time and resources by inviting engagement early when influence is at its highest and choosing methods that match the level of influence available. We respect that our community includes of a range of valid perspectives, experiences and knowledge. Where appropriate, we share community sentiment with other organisations and levels of government whose decisions impact our community.

Action	Timing	Measure
4.1 Conduct a representative and meaningful consultation process to develop a long term community vision for Yarra and inform Council's four year planning cycle and other long term planning processes.	Medium	Community vision and four year Council plan reflect outcomes of considered community engagement process.
4.2 Explore opportunities to harness community engagement input when advocating on behalf of the community to external organisations and other levels of government.	Short, medium, long	Our advocacy reflects the needs, aspirations and challenges our community expresses through Council's community engagement processes.

Attachment 3 - Community Engagement Action Plan 2020 2024

Action	Timing	Measure
4.3 Develop a shared central resource to catalogue where consultation has already occurred on issues or with particular communities to enhance future engagement and avoid over-consulting.	Short, ongoing	Central resource is available on intranet and is regularly updated.
4.4 Strengthen community engagement at an early stage in Council planning processes at the point where the community has the highest level of influence.	Short, ongoing	Community Engagement Process Guide outlines stages of engagement and how they align with the community's level of influence.
4.5 Ensure the community's time and resources are respected by selecting engagement methods (including deliberative processes where necessary) that are appropriate to the project scope, purpose and the level of influence available to the community.	Short, ongoing	Community Engagement Process Guide outlines tools and methods appropriate to different levels of community influence.
4.6 Advocate to external organisations and levels of government to ensure they are using best practice engagement standards when they are consulting with our community.	Short	City of Yarra Communication and Engagement Guidelines for Authority and Infrastructure Works has been completed and is communicated to external organisations.
4.7 Explore the use of data analysis technology to more efficiently and effectively analyse large quantities of qualitative community feedback.	Medium	Explore and trial appropriate qualitative data analysis tools.

11.4 Centenary of Election of Victoria's First Woman Councillor

Reference: D20/127593
Authoriser: Group Manager Chief Executive's Office

Purpose

1. To, in the context of Council's resolution of 4 February 2020, further consider measures to recognise and celebrate during this Centenary year, the election of the first woman Councillor to a Victorian Local Government - Cr Mary Rogers, to the then, Richmond City Council.

Background

2. Council will recall its unanimously carried resolution:

"That Council:

(a) note its membership of the Australian Local Government Women's Association (ALGWA) since 2008;

(b) note that 2020 is the centenary year of the election of the first woman Councillor to a Victorian Local Government - Cr Mary Rogers, to the then Richmond City Council;

(c) note that in recognition of the centenary occasion, ALGWA is offering the Yarra City Council an opportunity to host the 2020 ALGWA Regional Conference;

(d) note that the City of Yarra will seek sponsorship in order to engage an Event Planner so that the impost on staff is minimised;

(e) having regard to the significance of the centenary event to Yarra's history, Council determine to host the 2020 ALGWA Regional Conference in the City of Yarra and to:

(i) advise the ALGWA Secretariat accordingly;

(ii) request Officers to in liaison with the ALGWA Secretariat and Event Planner, prepare an appropriate Conference program and necessary arrangements for hosting of the Conference on a cost neutral basis, and including seeking sponsorships from selected bodies;

(f) further note, the aspirations of the ALGWA Secretariat to more formally and permanently recognise the centenary occasion by:

(i) establishing a Memorial Garden in a suitable location within the City of Yarra;

(ii) erecting a sculpture-plaque honouring Mary Rogers;

(iii) erecting an Honour Board at a suitable location, listing all women Councillors elected to Victorian Local Governments over the 100 year period; and

(iv) the installation of two more "green lady" pedestrian lights in Yarra;

(g) request Officers to report back to Council on:

(i) suggestions for enhancing the three existing memorials to Mary Rogers;

(ii) the cost estimates for acquisition and installation of a bronze sculpture-plaque at the entrance to the Richmond Town Hall (refer image attached below as example of a bust plaque);

(iii) suggested options for the erection of an Honour Board as referenced above at a suitable location (advice is that there have been 2,000 woman Councillors elected over the period); and

(iv) intersections in Langridge and Nicholls Ward which would be suitable for the installation of "green lady" pedestrian lights, with one to be placed in each of -

Nicholls and Langridge Wards (replicating the one currently at the intersection of Bridge Road and Bosisto Street Richmond); and

(h) in recognition of the centenary event, together with ALGWA, jointly advocate for funding support from the relevant State Ministers including the Hon Richard Wynne, The Hon Adem Somyurek, The Hon Martin Foley and The Hon Gabrielle Williams, toward the Conference and in particular:

(i) the establishment of a memorial garden in Richmond;

(ii) the acquisition and installation of a bronze sculpture-plaque as referenced;

(iii) the erection of an Honour Board as referenced above at a suitable location; and

(iv) the installation of two more "green lady" pedestrian lights at selected crossings in Yarra;

(i) together with ALGWA, submit a late nomination for Mary Rogers to be included on the Victorian Honour Roll in the centenary year 2020."

3. Whilst steps have been pursued and representations made in accordance with the above resolution, the impact of COVID-19 has considerably impacted on the consideration and advancement of a number of the above suggested proposals, primarily in light of Government having to direct resources and priorities to address the immediate and urgent demands triggered by COVID-19.

4. Ongoing discussions with representatives of ALGWA have noted that whilst acknowledging the challenges and potential delays to achieving the aspirations as outlined in the February resolution, there is a strong desire to actually recognise the centenary occasion during the Centenary year in some formal way.

5. The ALGWA Secretariat are considering alternatives to conducting a major conference having regard to the impacts of social distancing requirements and uncertainty about the period which the COVID-19 regulations will continue to impact. Notwithstanding, the Secretariat is reviewing the potential to conduct a smaller event this calendar year.

6. As noted above, the ALGWA Secretariat are most enthusiastic to see some event conducted during the Centenary year.

7. In this regard, suggestions to achieve this aspiration, would be considered to include:

   (a) The placement of a bronze plaque on the front of Richmond Town Hall to commemorate the centenary occasion and to include a formal ceremony (subject to COVID-19 Regulations in place at the time);

      (i) The estimated costing for purchase of a plaque ranges from:

         a. $2,325 for a "sculptured bronze plaque", which has a textured and raised finish to the sculpture section in order to present a more realistic image. *Refer e.g. image below of preferred style*.



b. $1,904 – 3,500 for a more traditional style versions, depending upon size; and

c. Installation costs will be an additional $300.

(b) In addition, in response to the references to the installation of “green lady” pedestrian lights at intersections in the February resolution, the following locations have been suggested:

(i) Pedestrian lights on Smith Street near Keele Street in Langridge Ward: and

(ii) Pedestrian lights in St Georges Road north of Alfred Crescent in Nicholls Ward. *Refer e.g. image below:*



External Consultation

8. Council has maintained ongoing communication with representatives of ALGWA and made representations to Ministers and other parties in relation to matters referenced in the above resolution.

Internal Consultation (One Yarra)

9. Consultation has also occurred with Units which would be involved with any celebrations or associated works.

Financial Implications

10. The estimated costing for:

(a) purchase and installation of the preferred style plaque is estimated at $2,625; and

(b) the installation of “green lady” pedestrian lights, is estimated at $15,000 each.

Economic Implications

11. Not relevant to this report.

Sustainability Implications

12. Not relevant to this report.

Climate Emergency Implications

13. Not relevant to this report.

Social Implications

14. It is considered a high priority to recognise and celebrate the occasion of the election of the first woman to local government in Victoria and even more so when it was our own municipality and community of the day which “led the way”.

Human Rights Implications

15. The event in 1920 can be aptly referenced as a “trigger point” in advancing the recognition of equal rights for women in the Australian community.

Communications with CALD Communities Implications

16. Not relevant to this report.

Council Plan, Strategy and Policy Implications

17. Council has a formal equal opportunity policy.

Legal Implications

18. There are no legal implications associated with this report.

Other Issues

19. The other potential actions referenced in Council's February resolution will continue to be pursued with the relevant Government Ministers or Agencies.

Options

20. Having regard to the points outlined above, it is proposed that Council favourably consider the suggestion to have a plaque mounted at the front of Richmond Town Hall during this Centenary year, to commemorate the election of Victoria's first woman Councillor in our progressive municipality.

21. The matter of installing "green lady" pedestrian lights, may need to be referred for further consideration in terms of both budget allocation and location of the installations.

Conclusion

22. That Council determine to proceed with an event to specifically recognise the occasion during the Centenary year, 2020.

RECOMMENDATION

1. That Council:
   (a) note the report;
   (b) determine to approve an event to place a commemorative plaque at the front of Richmond Town Hall to mark the centenary of the first woman Councillor elected in Victoria, at the then City of Richmond;
   (c) refer for consideration at the mid-year budget review, the matter of installing "green lady" pedestrian lights at a location in each of Nicholls and Langridge Wards; and
   (d) continue to liaise with the ALGWA Secretariat accordingly.

CONTACT OFFICER: **Ivan Gilbert**
TITLE: **Group Manager Chief Executive's Office**
TEL: **9205 5110**

Attachments
There are no attachments for this report.

11.5 Old Heidelberg Road Alphington

Reference: D20/126206
Authoriser: Group Manager Chief Executive's Office

Purpose

1. To provide a summary of the history of Alphington Grammar's occupation of the east portion of Old Heidelberg Road, Alphington under a licence entered into between the former City of Heidelberg and the Christian Brothers in 1953 and concerns raised by the community about the restriction of access resulting from the construction of a fence and installation of gates inhibiting public access to Darebin Creek.
2. To seek support from Council to:
   (a) vest title to the land underlying Old Heidelberg Road in Council;
   (b) advise the community, authorities and the Greek Orthodox Community of Melbourne and Victoria (GOCMV) that Council intends to commence a formal public consultation process in early 2021; and,
   (c) advise the GOCMV as owner of the Alphington Grammar land that the licence entered into between the former City of Heidelberg and the Christian Brothers in 1953 (with the GOCMV now in overholding) will formally end following the consultation process and a further resolution of Council in 2021 in relation to a preferred option.

Background

3. Alphington Grammar has recently constructed a brick and wrought-iron fence and gates across Old Heidelberg Road, Alphington without approval from Yarra City Council; replacing an existing school fence structure (previous structure) in this location (refer to Attachment 1 – Photos and Locality Plans).
4. A detailed review of titles, old Council records and published news articles confirms the existence of a school fence and gates in this location since 1952 when the old "Flowerdale" property (now a large part of Alphington Grammar), was purchased by the Christian Brothers to establish a preparatory school for the Christian Brothers College. Closure of the eastern portion of Old Heidelberg Road (now occupied by Alphington Grammar) was authorised by the former City of Heidelberg for a fifteen (15) year licence period; gazetted in 1953.
5. Council has received enquiries and complaints from local residents largely about the installation of gates along the northern and southern footpaths that inhibit pedestrian access to Darebin Creek. Council officers have also been advised that the Department of Transport is also undertaking a study on a new footbridge over Darebin Creek.
6. According to Council records, Alphington Grammar removed the northern and southern pedestrian gates forming part of the previous structure in 2017 following discussions with Council at the time. Enquiries and complaints have been received by Council following the recent re-installation of the gates by Alphington Grammar as part of the recent structure that restrict pedestrian access.
7. The Alphington Grammar land is owned by the Greek Orthodox Community of Melbourne and Victoria's (GOCMV) who purchased the school site from the Christian Brothers in 1989. Council's records confirm that discussions between Council officers and the GOCMV took place in 2005 (approx.) following a request about the possibility of Council investigating the discontinuance and sale of the eastern portion of Old Heidelberg Road , but the matter was never progressed.
8. A review has been undertaken to understand:

(a) Council's and the GOCMV's rights and obligations under the fifteen (15) year licence agreement entered into between the City of Heidelberg and the Christian Brothers in 1953;

(b) the nature and ownership of the underlying land, Council's position as a road authority;

(c) the reliance (if any) on the eastern portion of Old Heidelberg Road by Parade Preparatory College and later by Alphington Grammar;

(d) the need to maintain access to the eastern end of Old Heidelberg Road for relevant authorities and the public; and

(e) the consultation process that Council may elect to consider to receive responses from Alphington residents and the broader community, the GOCMV and authorities that are pertinent in considering options.

9. A formal consultation process is recommended to assist Council to consider the existing licence between Council and the GOCMV. Options (although not exhaustive) that Council may present to stakeholders under a public consultation process include:

(a) reinstating public access to the eastern portion of Old Heidelberg Road to any degree that it believes is appropriate;

(b) commencing the process to enter into a new licence with the GOCMV for the occupation of the eastern portion of Old Heidelberg Road; and

(c) commencing the statutory process to consider a request (if received) to discontinue the road over the eastern portion of Old Heidelberg Road and to vest the underlying land in an authority, surrender title to the Crown or undertake a statutory process to consider selling the underlying land to the GOCMV.

Comments/Discussion

10. Separate to the suggested consultation process, Council may consider:

(a) making an application to the Registrar of Titles to become the registered proprietor of the land underlying Old Heidelberg Road pursuant to S59 of the *Transfer of Land Act* 1958;

(b) advising the GOCMV in writing of Council's intention to commence a public consultation process in early 2021 to consider the three (3) options (including additional options) outlined above; and

(c) informing the GOCMV formally that its occupation of the eastern part of Old Heidelberg Road under the 1953 Licence will end in June 2021; following a decision by Council having considered submissions following the consultation period expected to be undertaken between February and April 2021.

External Consultation

11. The report recommends a formal consultation process with all stakeholders and interested parties.

Internal Consultation (One Yarra)

12. The report recommends a formal consultation process with all stakeholders and interested parties.

Financial Implications

13. There are no significant financial implications given the scope of this Council report.

Economic Implications

14. There are no economic implications given the scope of this Council report.

Sustainability Implications

15. There are no sustainability implications given the scope of this Council report.

Climate Emergency Implications

16. There are no climate emergency implications given the scope of this Council report.

Social Implications

17. Expected to be fully-understood following the consultation process with the community and stakeholders.

Human Rights Implications

18. Expected to be fully-understood following the consultation process with the community and stakeholders.

Communications with CALD Communities Implications

19. Expected to be fully-understood following the consultation process with the community and stakeholders.

Council Plan, Strategy and Policy Implications

20. Expected to be fully-understood following the consultation process with the community and stakeholders.

Legal Implications

21. Legal implications have been identified and are currently being managed. A risk management/mitigation approach will be taken.

Options

22. Options are not being presented for a decision at this stage.

Conclusion

23. It is imperative that Council considers options available in relation to the occupation of Old Heidelberg Road East by Alphington Grammar; a situation that has arisen by what appears to be acquiescence on the part of the City of Northcote to end a licence agreement and press for a reversion in 1968. The consultation process and interim actions recommended will allow Council to consider the views of community members, authorities and the GOCMV; necessary in determining the best option for the City.

RECOMMENDATION

1. That Council resolves to

   (a) authorise the Chief Executive Officer or Group Manager CEO's Office to execute documents for the vesting of title to the land underlying Old Heidelberg Road in Council;

   (b) advise the community, authorities and the Greek Orthodox Community of Melbourne and Victoria (GOCMV) that Council intends to commence a formal public consultation process in early 2021 to consider all views in relation to the need for public access to the eastern portion of Old Heidelberg Road Alphington; and

   (c) advise the GOCMV as owner of the Alphington Grammar land that the licence entered into between the former City of Heidelberg and the Christian Brothers in 1953 (with the GOCMV now in overholding) will formally end following the consultation process and a further resolution of Council in 2021 in relation to a preferred option.

CONTACT OFFICER: **Ivan Gilbert**
TITLE: **Group Manager Chief Executive's Office**
TEL: **9205 5110**

Attachments

1⇩ Photos and Locality Plan/s

Attachment 1 - Photos and Locality Plan/s

Attachment 1

Photographs and Location Plans (New and Old)

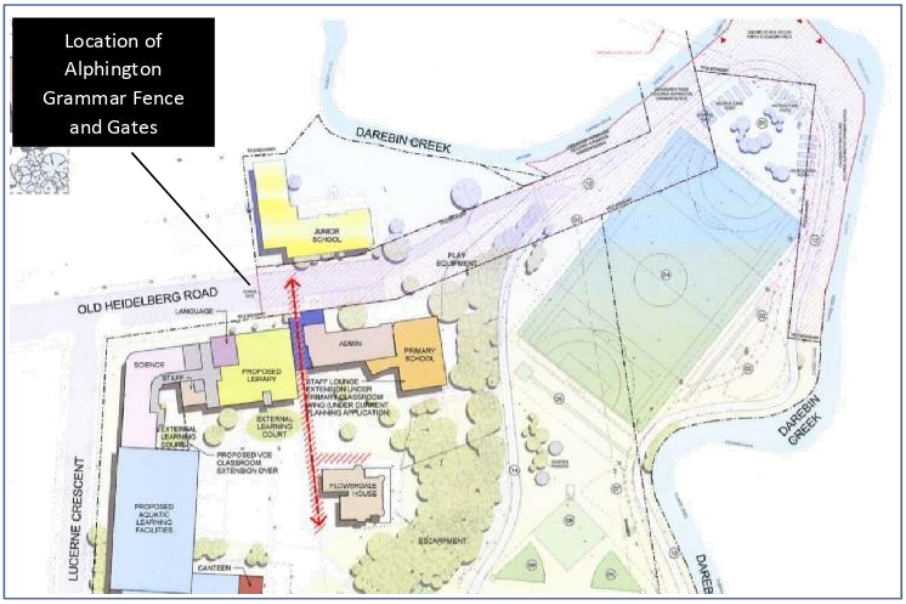


Alphington Grammar Fence & Gates Old Heidelberg Rd- Looking East

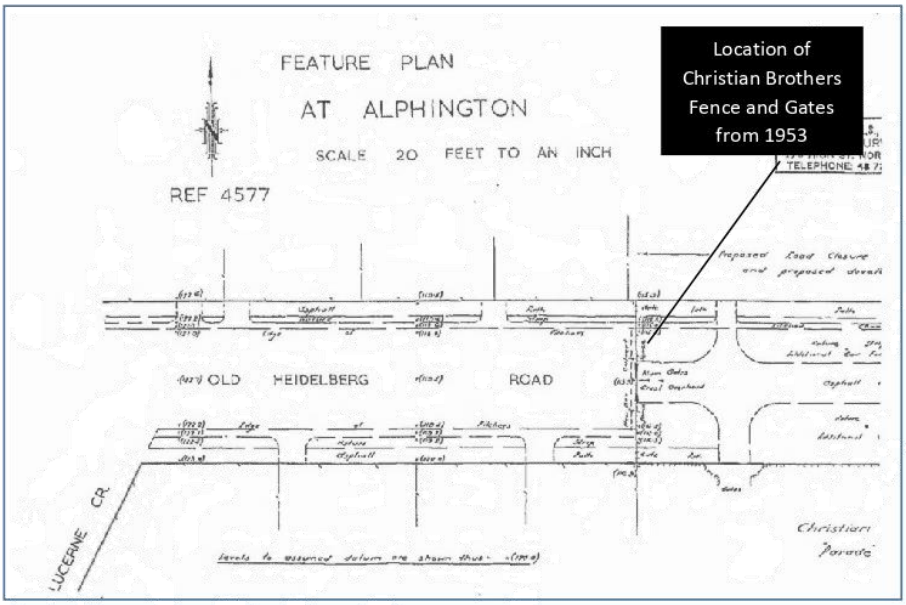


Alphington Grammar Fence & Gates Old Heidelberg Rd- Looking West

Attachment 1 - Photos and Locality Plan/s



Locality Plan – Current position of Fence and Gates



Locality Plan – Position of Gates represented by Christian Brothers

11.6 Supplementary Report for PLN20/0006 - 462 - 482 Swan Street, Richmond - Construction of a thirteen storey building (including one level of plant, plus two basement levels), reduction in the car parking requirement associated with the retail/food and drinks premises and office uses (no permit required for uses) and alteration of access to a Road Zone, Category 1

Executive Summary

Purpose

1. This report provides Council with supplementary information in respect of planning permit application PLN20/0006 which affects land at 462 – 482 Swan Street, Richmond, in regards to the following:
   (a) Ministerial 'call in' of application on 29 June 2020.
   (b) Proposed Planning Scheme Amendment C282yara and request for Council's view dated 17 June 2020.
   (c) Additional submissions and referrals received:
      (i) Referral comments provided by VicTrack on 26 June 2020;
      (ii) Further referral comments provided by the Engineering Services Unit on 26 June 2020; and
      (iii) An additional objection received on 6 July 2020, increasing the total number of objections to fourteen objections.
2. The recommendation included within this supplementary report is to supersede the previous recommendation. All information and assessment provided within the original report remains current and pertinent to the consideration of this application.

CONTACT OFFICER: **Michelle King**
TITLE: **Principal Planner**
TEL: **9205 5333**

11.6 Supplementary Report for PLN20/0006 - 462 - 482 Swan Street, Richmond - Construction of a thirteen storey building (including one level of plant, plus two basement levels), reduction in the car parking requirement associated with the retail/food and drinks premises and office uses (no permit required for uses) and alteration of access to a Road Zone, Category 1

Reference: D20/118863
Authoriser: Manager Statutory Planning

Ward:	Melba
Proposal:	Supplementary Report for PLN20/0006 - 462 - 482 Swan Street, Richmond - Construction of a thirteen storey building (including one level of plant, plus two basement levels), reduction in the car parking requirement associated with the retail/food and drinks premises and office uses (no permit required for uses) and alteration of access to a Road Zone, Category 1
Existing use:	Timberyard/Dwellings
Applicant:	Human Habitats
Zoning / Overlays:	Commercial 1 Zone Environmental Audit Overlay (EAO) Design and Development Overlay (Schedule 2) Design and Development Overlay (Schedule 5) Design and Development Overlay (Schedule 14) Adjoining Road Zone, Category 1
Date of Application:	6 January 2020
Application Number:	PLN20/0006

Background

1. This report provides Council with supplementary information in respect of planning permit application PLN20/0006 which affects land at 462 – 482 Swan Street, Richmond.

2. All information and assessment provided within the original report remains current and pertinent to the consideration of this application.

Ministerial 'call in' of application

3. On 29 June 2020, Council received notification that the Minister for Planning (the Minister) exercised his call in powers for this application pursuant to section 97B (1) (a) of the *Planning and Environment Act* 1987 (the Act). The letter has been included as an attachment to the report.

4. The Minister exercised his call in powers as he considered the application raised major issues of policy and that the determination of the application may have a substantial effect on the achievement of planning objectives, with a key objective listed below:

   (a) *The objective of Clause 17.01-1S 'Diversified economy' is to strengthen and diversify the economy and the objective of Clause 17.02-1S 'Business' is to encourage development that meets the community's needs for retail, entertainment, office and other commercial services. The project would provide economic stimulus to respond to the coronavirus (COVID-19) pandemic, and determination of the application would result in capital expenditure of $323 million and employment creation of 530 construction jobs and 3,000 ongoing jobs.*

5. As a result, Council is no longer the determining authority for the application. The application did not proceed to the Internal Development Approvals Committee (IDAC) meeting on 1 July 2020 as scheduled.

Proposed Yarra Planning Scheme Amendment C282yara

6. On 17 July 2020, the Department of Environment, Land, Water and Planning (DELWP) wrote to Council, advising that the Minister is considering preparing an amendment to the Yarra Planning Scheme (the Scheme) under section 20(4) of the Act to amend the Schedule to Clause 45.12 'Specific Controls Overlay' to apply a Specific Controls Overlay SCO13 to the site, insert the incorporated document '462-482 Swan Street, Richmond Incorporated Document July 2020' (the proposed Incorporated Document) and make other associated changes to the Scheme, to facilitate the development generally as proposed as part of Yarra planning application PLN20/0006.

7. The proposed Incorporated Document which forms part of the amendment has been drafted based on the draft conditions outlined in Councils Internal Development Approvals Committee (IDAC) agenda dated 1 July 2020 (the original report) and the application information provided by the Building Victoria's Recovery Taskforce (BVRT). The letter, including the draft amendment, has been included as an attachment to the report.

8. Before decided whether prepare, adopt and approve the proposed amendment, DELWP is seeking Council's view pursuant to section 20(5) of the Act. Council's written response is required to be provided within 10 business days from the date of the 17 July 2020 letter with a subsequent 1 week extension to the 7 August 2020.

9. The purpose of this report is to formalise Council's position on the application and the proposed Scheme amendment to provide to DELWP and the Minister for their consideration.

10. The recommendation included within this supplementary report is to supersede the previous recommendation and is updated to be in a format compatible with the proposed Incorporated Document to be introduced by Planning Scheme Amendment C282yara.

Additional submissions and referrals received

11. Since the writing of the original report for the application, the following occurred and is required to be considered:
    (a) Referral comments were provided by VicTrack on 26 June 2020;
    (b) Further referral comments were provided by the Engineering Services Unit on 26 June 2020; and
    (c) An additional objection was received on 6 July 2020, increasing the total number to fourteen objections.

12. The VicTrack referral comments and Engineering Services Unit referral comments are included as attachments to this report.

Summary

13. This supplementary report will assess the proposed planning scheme amendment and the additional referrals and objection received, recommending Council's position be modified to include additional conditions and modify conditions to suit the Scheme amendment process.

14. As Council is no longer the determining authority for the application it is recommended Council advise DELWP and the Minister of their position on the proposed Scheme amendment.

Key Issues

15. The additional issues for Council in considering the proposal relate to:
    (a) Planning Scheme Amendment C282yara;
    (b) VicTrack referral comments (26 June 2020);
    (c) Engineering Services Unit referral comments (26 June 2020); and
    (d) Additional objection (6 July 2020).

Planning Scheme Amendment C282yara

16. The proposed Planning Scheme Amendment C282yara, would result in the following:
    (a) Amend the Schedule to Clause 45.12 Specific Controls Overlay to apply SCO13 and the proposed Incorporated Document "462-482 Swan Street, Richmond" to the site to facilitate the development of the land for a 13 storey mixed use building generally as proposed by planning application PLN20/006 (Yarra City Council);
    (b) Amends the Schedule to Clause 72.03 *What does this scheme consist of?* to include Planning Scheme Map No. 9SCO;
    (c) Amends the Schedule to Clause 72.04 Documents incorporated in this planning scheme to insert the Incorporated Document "462-482 Swan Street, Richmond, Incorporated Document, July 2020"; and
    (d) Inserts Planning Scheme Map No. 9SCO to apply SCO13 to the subject land.

17. The proposed Incorporated Document is based on the recommendation included within the IDAC Agenda dated 1 July 2020.

18. A review of the two documents confirm that the requirements the development would be subject two as identified at Clause 6.0 of the proposed Incorporated Document closely aligns with the recommendation contained within the original report (comparison review attached).

19. The language has been modified to suit the proposed Overlay format rather than a planning permit format (e.g. reference to conditions modified to reference clauses, reference to the permit holder has been modified to reference the developer and reference to the permit document have been modified to refer to the Incorporated Document). These changes are determined to be drafting changes and are considered satisfactory.

20. Inconsequential rewording of proposed conditions has been made in the proposed clauses, however, this would not change the intent of these conditions and is therefore satisfactory.

21. The following formatting errors identified within the proposed clauses are consequential and should be rectified if the Scheme amendment is pursued further:
    (a) Clause 6.6(c) is as follows:

        (c) replacing any dead, diseased, dying or damaged plans,

    (b) It should be updated to read:

        (c) replacing any dead, diseased, dying or damaged <u>plants</u>,

    (c) Clause 6.21. is as follows:

6.21. *Before the development commences, an amended Wind Tunnel Report to the satisfaction of the responsible authority must be submitted to and approved by the responsible authority. When approved, the amended Wind Tunnel Report will be endorsed and will form part of this Incorporated Document. The amended Wind Tunnel Report must be generally in accordance with the Wind Tunnel Report prepared by MEL Consultants, dated 17 April 2020, but modified to include (or show):*

(a) Assess the proposal as amended pursuant to Clause 6.1.

(b) The northern, southern and western retail frontages achieving pedestrian comfort for stationary, long exposure activities.

(c) The bicycle arrival achieving pedestrian comfort for stationary, short exposure activities.

(d) The external terraces at Levels 1, 2 and 3 achieving pedestrian comfort for stationary, short exposure activities.

(e) The external terraces at Levels 10 and 11 achieving pedestrian comfort for stationary, short exposure activities. ***Landscaping is not to be used as a wind mitigation measure.***

(d) It should be updated to read:

6.21. *Before the development commences, an amended Wind Tunnel Report to the satisfaction of the responsible authority must be submitted to and approved by the responsible authority. When approved, the amended Wind Tunnel Report will be endorsed and will form part of this Incorporated Document. The amended Wind Tunnel Report must be generally in accordance with the Wind Tunnel Report prepared by MEL Consultants, dated 17 April 2020, but modified to include (or show):*

(a) Assess the proposal as amended pursuant to Clause 6.1.

(b) The northern, southern and western retail frontages achieving pedestrian comfort for stationary, long exposure activities.

(c) The bicycle arrival achieving pedestrian comfort for stationary, short exposure activities.

(d) The external terraces at Levels 1, 2 and 3 achieving pedestrian comfort for stationary, short exposure activities.

(e) The external terraces at Levels 10 and 11 achieving pedestrian comfort for stationary, short exposure activities.

Landscaping is not to be used as a wind mitigation measure.

(e) Clause 6.21. is as follows:

6.32. *Within six months of the development commencing, the applicant must prepare an infrastructure and streetscape masterplan in conjunction with Council, Department of Infrastructure, VicTrack, Transport for Victoria and all relevant service authorities for capital improvements in the roads surrounding the development. The Plan must include, but is not limited to:*

(a) the interface with the Burnley railway station.

(b) the mitigation works at the Burnley Street/Swan Street intersection.

(c) the improvement to the Burnley Street service road, including:

i. the provision of a shared zone within Burnley Street (service road) where the street interfaces with the western boundary where not obstructed by the existing rail ramp.

The design of the Burnley Street shared zone must provide details including civil works drawings, pavement widths, surface treatment, road infrastructure items, landscaping (where applicable) and drainage including the installation of any additional drainage pits and associated connecting drainage to the satisfaction of the responsible authority.

(d) the streetscape along Swan Street. ***The extent and scope of the works must be clearly defined before approval is granted by Council. All traffic mitigation, road infrastructure and streetscape works shall be funded by the developer.***

(f) It should be updated to read:

6.32. *Within six months of the development commencing, the applicant must prepare an infrastructure and streetscape masterplan in conjunction with Council, Department of Infrastructure, VicTrack, Transport for Victoria and all relevant service authorities for capital improvements in the roads surrounding the development. The Plan must include, but is not limited to:*

(a) the interface with the Burnley railway station.

(b) the mitigation works at the Burnley Street/Swan Street intersection.

(c) the improvement to the Burnley Street service road, including:

i. the provision of a shared zone within Burnley Street (service road) where the street interfaces with the western boundary where not obstructed by the existing rail ramp.

The design of the Burnley Street shared zone must provide details including civil works drawings, pavement widths, surface treatment, road infrastructure items, landscaping (where applicable) and drainage including the installation of any additional drainage pits and associated connecting drainage to the satisfaction of the responsible authority.

(d) the streetscape along Swan Street.

The extent and scope of the works must be clearly defined before approval is granted by Council. All traffic mitigation, road infrastructure and streetscape works shall be funded by the developer.

(g) Clause 6.38. is as follows:

6.38. *Before the development commences (excluding demolition), or other time agreed to in writing with Head, Transport for Victoria, amended plans to the satisfaction of the Head, Transport for Victoria (TfV) must be submitted to and approved by the responsible authority. When approved, the plans will be endorsed and will then form part of the Incorporated Document. The plans must be drawn to scale with dimensions and three copies must be provided. These plans must be generally in accordance with the plans submitted to TfV with the application but are to be modified to show:*

(a) The installation of signs, line marking, splitter island and associated road works permitting only "left turn in" and left turn out" vehicular access from Swan Street unless otherwise recommend by the Road Safety Audit

(b) modification as required and/or removal of any existing car parking spaces, street tree/s and associated road works on the south side of Swan Street to accommodate the new vehicular access arrangement;

(c) retention of Metro Train bus replacement space in the Burnley Street underpass;

(d) tram shelter and associated works in an agree location on Swan Street;

(e) a landscaping plan and schedule;

(f) demonstrate compliance with air, light and fire requirements without reliance on railway land, and;

(g) any recommendations of the road safety audit, ***to the satisfaction of TfV.***

(h) It should be updated to read:

6.38. *Before the development commences (excluding demolition), or other time agreed to in writing with Head, Transport for Victoria, amended plans to the satisfaction of the Head, Transport for Victoria (TfV) must be submitted to and approved by the responsible authority. When approved, the plans will be endorsed and will then form part of the Incorporated Document. The plans must be drawn to scale with dimensions and three copies must be provided. These plans must be generally in accordance with the plans submitted to TfV with the application but are to be modified to show:*

(a) The installation of signs, line marking, splitter island and associated road works permitting only "left turn in" and left turn out" vehicular access from Swan Street unless otherwise recommend by the Road Safety Audit

(b) modification as required and/or removal of any existing car parking spaces, street tree/s and associated road works on the south side of Swan Street to accommodate the new vehicular access arrangement;

(c) retention of Metro Train bus replacement space in the Burnley Street underpass;

(d) tram shelter and associated works in an agree location on Swan Street;

(e) a landscaping plan and schedule;

(f) demonstrate compliance with air, light and fire requirements without reliance on railway land, and;

(g) any recommendations of the road safety audit,

to the satisfaction of TfV.

(i) Clause 6.65. is as follows:

6.65. Before the building is occupied, or by such later date as approved in writing by the responsible authority, the four bike hoops located on Burnley Street must be re-located within the site's frontages:

(a) at the developer's cost; and

(b) in a location and manner, **to the satisfaction of the responsible authority.**

(j) It should be updated to read:

6.65. Before the building is occupied, or by such later date as approved in writing by the responsible authority, the four bike hoops located on Burnley Street must be re-located within the site's frontages:

(a) at the developer's cost; and

(b) in a location and manner,

to the satisfaction of the responsible authority.

(k) Clause 6.67. is as follows:

6.67. *Before the building is occupied, or by such later date as approved in writing by the responsible authority, external lighting capable of illuminating access to the pedestrian and vehicular entrances must be provided on the subject site. Lighting must be:*

(a) located;
(b) directed;
(c) shielded; and
(d) of limited intensity ***to the satisfaction of the responsible authority.***

(l) It should be updated to read:

6.67. *Before the building is occupied, or by such later date as approved in writing by the responsible authority, external lighting capable of illuminating access to the pedestrian and vehicular entrances must be provided on the subject site. Lighting must be:*

(a) located;
(b) directed;
(c) shielded; and
(d) of limited intensity

to the satisfaction of the responsible authority.

22. The above changes will ensure that the proposed clauses will be read and interpreted as intended. For clarity, the inconsequential formatting errors identified within the comparison review should also be addressed for clarity (within the heading above clause 6.1(p), clause 6.2. (d)(iv), clause 6.6(b), clause 6.78(t) and clause 6.78. (u)).

23. The expiry condition has been replaced with Clause 7.0 *Development Time Limit*. In regards to Clause 7.0 Development Time Limit, the following time limit is proposed:

Notwithstanding other provisions of these requirements, the development permitted by this Incorporated Document will expire if one of the following circumstances applies:

(a) The development is not started within one year of the date of the gazettal of amendment C282yara to the Yarra Planning Scheme; and
(b) If a new development proposal is applied for.

The Minister for Planning may extend the periods referred to if a request is made in writing before these controls expire or within 6 months afterwards.

24. It is considered that the above clause would provide greater certainty for the delivery of the project, with regards to the intent of the Building Victoria's Recovery Taskforce (BVRT) that has been established to help keep the state's building and development industry running through the coronavirus (COVID-19) pandemic.

25. It is therefore recommended that the proposed Planning Scheme Amendment C282yara, including the Incorporated Document, be supported subject to the changes to clause 6 as identified above, and also including the additional requirements discussed in the following paragraphs.

VicTrack referral comments (26 June 2020)

26. In reviewing the application VicTrack provided the following background information on their interest in the application:

    (a) VicTrack is owner of the majority of Victoria's railway land and infrastructure, including the land abutting the application site. The rail corridor is located on the application site's southern boundary. This land is leased to Metro Trains Melbourne (MTM). The common boundary is approximately 7 m from the nearest railway asset (overhead power lines / track / signal box); and

    (b) Pursuant to the Transport Integration Act 2010, VicTrack manages rail land, infrastructure and assets on behalf of the State. As such, our interest in this application relates to the proposed interface arrangement with railway land and to ensure that during construction and on an ongoing basis that rail infrastructure and services are protected to minimise damage and delays.

27. VicTrack is not formal referral body under the scheme but were advertised to due to the abuttal to land. VicTrack advised that they did not object to the proposal, subject to the implementation of several conditions. The balance of the conditions are considered to be standard conditions to ensure the protection of VicTrack assets and are recommended to be included on any permit issued (conditions 1 – 11 of the referral comments attached). A note has also been provided by VicTrack and this is also considered appropriate to be included on any permit issued.

28. One built form modification has been requested by VicTrack, the provision of a 1 metre setback from the southern boundary for all basement levels and levels 1 – 3, for the following reasons:

    (a) We note that the plans show the basement walls and levels 1–3 are built onto the common boundary, with extensive glazing of levels 1-3. This creates an implied easement over VicTrack land and also requires that maintenance of those levels requires access to the rail corridor. VicTrack seeks to encourage outcomes where a development can be maintained from within the property boundary and without entry into the rail corridor.

29. The main concerns from VicTrack are that the building built to the boundary would create an implied easement over VicTrack land and also that maintenance of the building would have to occur on VicTrack land due to the southern boundary abuttal.

30. It is considered that the setback requirement sought by VicTrack should be required by way of a new clause within the incorporated document for levels 1-3 only, and not to the basement levels for the following reasons:

    (a) Due to the construction of basements, land on adjoining properties is not required to be utilised for maintenance purposes. Basement levels that are built to all common boundaries are a typical built form outcome and it is not considered this would prejudice the adjoining VicTrack land; and

(b) The setback of the basement levels by 1 metre would have a significant impact on the acceptability of the car parking and access. This would require a redesign of the car parking and access for the development and therefore could not be included as an amendment to the plans via the proposed Incorporated Document.

31. As such, a clause should be included within the proposed Incorporated Document requiring levels 1 – 3 to be setback 1 metre from the southern boundary. All other recommended conditions should also be included as clauses within clause 6.0 of the incorporated document.

32. To ensure the comments are within the format required, reference to the permit holder will be modified to reference the developer and reference to the permit document will be modified to refer to the Incorporated Document.

33. As a result of the additional conditions, clause 5.0 of the proposed Incorporated Document is also required to be modified to reference the new clauses recommended by VicTrack.

Engineering Services Unit referral comments (26 June 2020)

34. Council's Engineering Services Unit reviewed the titles submitted with the application and identified the following:

(a) A 3.048 metre wide 'road' is shown on Title Plan TP 686205P that extends from Swan Street to the south by 30.48 metres; and

(b) The above mentioned 'road' is shown as a carriageway easement on Title Plan TP 592681C.

35. Council's Engineering Services Unit advised that any parcel of land known as a 'road' would need to be discontinued under the provisions of the *Local Government Act* 1989 and the discontinued land would then be required to be purchased from Council. As identified by Council's Engineering Services Unit, the 'road' is no longer reasonably required for public use as it is absorbed into the consolidated development site and the discontinuance would be a procedural requirement.

36. Furthermore, the carriageway easement would be required to be removed to ensure that the development proposed to be built over the easement would not prejudice any beneficiaries of the easement.

37. In light of the above information it is recommended that an additional clause within clause 6.1 be included within the proposed Incorporated Document requiring the removal of the 'Right of Carriageway' as shown on Title plan No. 592681C and the discontinuance of the 'road' as shown on Title plan No. 686205P, prior to the commencement of the development.

Additional objection (6 July 2020)

38. The additional objection received on 6 July 2020 results in a total of fourteen objections received against the application.

39. This objection raised no new concerns and as such the response to the objections provided within paragraph 375 of the original report address the concerns raised.

40. Whilst the facilitation of the development via Planning Scheme Amendment C282yara would exempt the application from requiring a planning permit in accordance with clause 4 of the incorporated document it is considered that through the advertising of the application all objections have been thoroughly reviewed and addressed.

Conclusion

41. With regard to the original report and this supplementary report, the proposed development is considered to continue to demonstrate a high level of compliance with policy objectives contained within the Planning Policy Framework and Municipal Strategic Statement. Notably, the proposal achieves the State Government's urban consolidation objectives.

42. Proposed Planning Scheme Amendment C282yara including the proposed Incorporated Document is an acceptable planning outcome that demonstrates clear compliance with the relevant Council policies. The facilitation of the development through Planning Scheme Amendment C282yara will provide greater certainty regarding the delivery of the project and as such, this approach is supported.

43. It is recommended that Council advise the Minister for Planning and the Department of Environment, Land, Water and Planning that the proposed amendment is supported, subject to several modified and additional clauses within clause 6.0 (and subsequent changes to clause 5.0), as identified above and outlined in bold below.

RECOMMENDATION

1. That the Council resolves to advise the Minister for Planning that it supports the Proposed Planning Scheme Amendment C282yara to facilitate the construction of a mixed-use building, reduction in the car parking requirement associated with the retail/food and drinks premises and office uses (no permit required for uses) and alteration of access to a Road Zone, Category 1 at 462 – 482 Swan Street, Richmond generally in accordance with the plans noted previously as the "decision plans" and subject to the following modifications to clause 5.0 and clause 6.0 (changes shown in bold):

Clause 5.0

The Incorporated Document allows for the development of a thirteen (13) storey mixed use development consisting 2 storey basement car park, one storey of plant, ground floor retail and food and drink premises, and upper floors of office floorspace, a ground level public pedestrian thoroughfare linking Swan Street with a pedestrian walkway adjacent to Burnley Station, generally in accordance with the following 'Incorporated plans' but modified to include changes, or be authored, as required under Clause 6.0 of this Incorporated Document:

(a) DA1001 – DA1016 (Rev C), Architectus, 16 April 2020;

(b) DA2001 – DA2013 (Rev C), Architectus, 16 April 2020;

(c) DA2101 – DA2105 (Rev B), Architectus, 16 April 2020;

(d) Materials Schedule P142-143;

(e) Façade Strategy and Materials and Finishes Plan (as per Clause 6.2);

(f) Landscape Plan, TLC, April 2020 (modified as per **Clause 6.6**);

(g) Sustainable/Sustainability Management Plan, Floth, 16 April 2020 (modified as per **Clause 6.10**);

(h) Green Travel Plan, Impact, 16 April 2020 (modified as per **Clause 6.13**);

(i) Waste Management Plan, WSP, May 2020 (modified as per **Clause 6.15**);

(j) Acoustic Report, Floth, 17 April 2020 (modified as per **Clause 6.18**);

(k) Acoustic Report supplementary (as per **Clauses 6.20 and 6.21**);

(l) Wind Tunnel Report, MEL Consultants, 17 April 2020 (modified as per **Clause 6.21**);

(m) Car Park Management Plan (as per **Clause 6.24**);

(n) Design Detail Plan (as per **Clause 6.30**);

(o) VicTrack Landscape Zone and Pedestrian Path plans (as per **Clause 6.31**);

(p) Infrastructure and Streetscape Masterplan (as per **Clause 6.33**);

(q) Section 173 Agreement - widening of Swan and Burnley Streets and the land to the south (as per **Clause 6.35**);

(r) Section 173 Agreement – affordable commercial space (as per **Clause 6.37**);

(s) Road Safety Audit, post-development Road Safety Audit, and detailed plans for Transport for Victoria (**Clauses 6.39 - 6.57**); and

(t) **Detailed plans for VicTrack (Clauses 6.80-6.90**).

Clause 6.0

6.1 Before the development commences, amended plans to the satisfaction of the responsible authority must be submitted to and approved by the responsible authority. When approved, the plans will be endorsed and will then form part of this Incorporated Document. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be generally in accordance with DA1001 –DA1016 (Rev C), DA2001 –DA2013 (Rev C) and DA2101-DA2105 (Rev B) and Materials Schedule P142-143 prepared by Architectus, but modified to show:

Signage

(a) A notation included on Drawing No. DA2101 indicating the proposed signage is not illuminated;

Built Form

(b) At level 11 the eastern façade setback a minimum 6.23 metres from the eastern boundary for the section from 1 metre south of Gridline 3 to the southern façade as generally depicted in sketch plans submitted by Human Habitats 5 June 2020;

(c) At level 11, the south roof zone reconfigured to a landscaped terrace as generally depicted in sketch plans submitted by Human Habitats 5 June 2020;

(d) At level 10, the west façade setback to a minimum 13.5 metres for the entire west elevation south of where the building currently indents to 10.97 metres;

(e) At level 10, the southern façade setback to 11.322 metres, west of Gridline E, as generally depicted in sketch plans submitted by Human Habitats 5 June2020;

(f) Level 11 setback in accordance with Clause 6.1(d) and 6.1(e).

(g) The south-western Level 11 terrace relocated to Level 10, in the area created by Clause 6.1(d) and 6.1(e);

(h) The building parapet around the roof top plant and the roof top plant level to be lowered in height and integrated into the design of the building to minimise visibility and reduce overshadowing to the Burnley Station;

(i) An updated 3D model of the development and its surrounds in conformity with the Department of Environment, Water, Land and Planning Infrastructure Advisory Note –3D Digital Modelling;

(j) The design expression east of the primary north-south entrance in Swan Street to be revised for each of the podium levels to better reflect the character of the area and to provide improved fenestration and materiality;

(k) The design expression of the Burnley Street zone south of the projecting corner to be revised for each of the podium levels to better reflect the character of the area and to provide improved fenestration and materiality;

(l) The southern setback of the upper levels of the development to be further setback, or lowered in height, to further reduce the extent of overshadowing experienced to the southern Burnley Station platform.

(m) Further resolution of the proposed canopy to ensure there is no conflict with future street tree planting and incorporate a minimum 750mm setback from the Swan Street kerb;

(n) The canopy to Burnley Street to be setback a minimum 750mm setback from the Burnley Street kerb;

(o) The detailed design of the retail spaces, with individual tenancies shown, areas provided and uses identified;

(p) Levels 1-3 setback 1 metre from the southern boundary to allow for VicTrack maintenance and fire protection;

Car Parking and Services

(q) Electric vehicle charging infrastructure for at least 5% of vehicle spaces clearly shown, with the car spaces marked;

(r) A notation indicating that the car parking area will be electrically wired to be 'EV ready.';

(s) Rainwater tank to have a capacity of 90,000 litres;

(t) Details of the size and location of the proposed solar PV array, demonstrated to be adequately screened from view;

(u) Visibility sight line triangles (corner splay) superimposed and dimensioned as required by clause 52.06-9: Design Standard 1;

(v) Floor to ceiling height clearances within the basement car park levels dimensioned as required by clause 52.06-9: Design Standard 1;

(w) Columns setbacks are to be designed in accordance with AS/NZS 2890.1:2004 with the column depths dimensioned on the plans or the parking spaces adjacent to columns be widened to allow car doors to be opened;

(x) A swept path diagram for B99 design vehicle and an oncoming B85 design vehicle at the corner of the basement car park levels;

(y) The canopies along the sites Burnley Street and Swan Street frontages to be setback a minimum 750mm from the kerb in accordance with the Building Regulations 2018;

(z) The car parking spaces numbered for identification;

(aa) A minimum of 326 employee bicycle spaces within a secure and conveniently located compound and in accordance with the requirements of AS23890.3. The existing 282 employee spaces are to remain within the end of trip area with no more than two secure compounds provided;

(bb) Relocation of the four existing bicycle hoops where no streetscape improvements (street trees, seating) is proposed;

(cc) One additional visitor bicycle hoop provided on-site with a minimum eight visitor bicycle hoops provided on the northern side of the development;

Reports and Plans

(dd) Any requirement of the endorsed Landscape Plan (**Clause 6.6**) (where relevant to show on plans);

(ee) Any requirement of the endorsed Sustainable Management Plan (**Clause 6.10**) (where relevant to show on plans);

(ff) Any requirement of the endorsed Waste Management Plan (**Clause 6.15**) (where relevant to show on plans);

(gg) Any requirement of the endorsed Wind Tunnel Report (**Clause 6.22**) (where relevant to show on plans);

(hh) Any requirement of Transport for Victoria (**Clauses 6.39 –6.57**) (where relevant to show on plans); and

(ii) Any requirement of the VicTrack conditions (Clauses 6.80 – 6.90) (where relevant to show on plans).

6.2 Façade Strategy

In conjunction with the submission of development plans under Clause 6.1, a Façade Strategy and Materials and Finishes Plan to the satisfaction of the responsible authority must be submitted to and be approved by the responsible authority. When approved, the Façade Strategy and Materials and Finishes Plan will be endorsed and will then form part of this Incorporated Document. This must detail:

(a) elevations at a scale of 1:20 illustrating typical podium details for all podium types, entries and doors, utilities (services to Swan Street) and tower facade details (in particular the detailing of 'FT01a', 'FT01b' and other glazing types used within the development);

(b) section drawings to demonstrate façade systems, including fixing details and joints between materials or changes in form;

(c) information about how the façade will be maintained, including any vegetation;

(d) a sample board and coloured renders outlining colours, materials and finishes including the following:

(i) details of the proposed material 'FT08' outlining all areas it is to be applied and ensuring it provides warmth and depth to the overall façade;

(ii) details of the proposed permeability of 'FT03a' allowing adequate transparency and visual connection to the end of trip facilities;

(iii) Details of the plant level and any screening, ensuring it is integrated with the design of the building;

(iv) Glazing materials used on all external walls must be of a type that does not reflect more than 20% of visible light, when measured at an angle of 90 degrees to the glass surface; and

(e) The strategy must illustrate the legibility of the proposal from short and distant views, including the extent of podium treatment, façade pattern, colours and ability to provide richness, saturation and depth. This can be provided through montages from various vantage points and/or built model.

6.3 The development as shown on the endorsed plans must not be altered (unless the Yarra Planning Scheme specifies that a permit is not required) without the prior written consent of the responsible authority.

6.4 As part of the ongoing progress and development of the site, Architectus or an architectural firm to the satisfaction of the responsible authority must be engaged to:

(a) oversee design and construction of the development; and

(b) ensure the design quality and appearance of the development is realised as shown on the endorsed plans or otherwise to the satisfaction of the responsible authority.

6.5 Before the development commences, the 'Right of Carriageway' as shown on Title plan No. 592681C must be removed and the 'road' as shown on Title plan No. 686205P must be discontinued and form part of the subject site.

6.6 Landscape plan

Before the development commences, an amended Landscape Plan to the satisfaction of the responsible authority must be submitted to and approved by the responsible authority. When approved, the amended Landscape Plan will be endorsed and will form part of the incorporated plans under this document. The amended Landscape Plan must be generally in accordance with the Landscape Plan prepared by TLC and dated April 2020, but modified to include (or show):

(a) The six London Plane trees to be replaced with *Lagerstroemia indica;*

(b) Further resolution of the proposed canopy to ensure there is no conflict with future street tree planting, with advice provided by a suitably qualified arborist/landscape architect demonstrating any proposed canopy will not impact the long-term viability of the proposed street trees on Swan Street;

(c) The four street trees proposed along Burnley Street to be modified to be all Japanese Zelkova 'Green Vase';

(d) Details of tree guards and treatments for the proposed street trees, in accordance with Yarra standard details;

(e) Details of soil volumes for all garden beds provided;

(f) Consideration to passive irrigation or use of water captured by the subject site;

(g) A 600mm setback provided between the proposed raised planters with custom seating along Burnley Street and the kerb;

(h) Consistently show details of the form, size and furniture proposed around the edges of the planters;

(i) In respect of the Burnley Station landscaped terrace, the following details are to be provided:

(i) Proposed levels;

(ii) Materials of seating slabs; and

(iii) Several sectional diagrams demonstrating the relationship between the terrace and Burnley Station pedestrian ramp;

(j) A detailed planting plan including a planting schedule that shows the quantities, pot sizes, mature heights, botanical and common names;

(k) A specification of works to be undertaken prior to planting;

(l) Maintenance schedules and notes, including how any plant failure will be managed, including for the façade planting;

(m) Details of the proposed methods for irrigation and drainage;

(n) All plants proposed confirmed to not be listed within DELWP *Advisory List of Environmental Weeds in Victoria*; and

(o) Include any requirements where relevant in accordance with Clause **6.30**.

6.7 Before the buildings are occupied, or by such later date as approved in writing by the responsible authority, the landscaping works shown on the endorsed Landscape Plan must be carried out and completed to the satisfaction of the responsible authority. The landscaping shown on the endorsed Landscape Plan must be maintained by:

(a) implementing and complying with the provisions, recommendations and requirements of the endorsed Landscape Plan;

(b) not using the areas set aside on the endorsed Landscape Plan for landscaping for any other purposed; and

(c) replacing any dead, diseased, dying or damaged **plants**,

to the satisfaction of the responsible authority.

6.8 Before the development commences, or by such later date as approved in writing by the responsible authority, the developer must make a one-off contribution of $4,149 to the responsible authority for the amenity value and removal cost of the street trees located in front of the site.

6.9 Before the building is occupied, or by such later date as approved in writing by the responsible authority, the six street trees must be installed within Swan Street and four street trees must be installed within Burnley Street:

(a) at the developer's cost; and

(b) in a location and manner,

to the satisfaction of the responsible authority.

6.10 Sustainable management plan

Before the development commences, an amended Sustainable Management Plan to the satisfaction of the responsible authority must be submitted to and approved by the responsible authority. When approved, the amended Sustainable Management Plan will be endorsed and form part of this Incorporated Document. The amended Sustainable Management Plan must be generally in accordance with the Sustainable Management Plan prepared by Floth dated 16 April 2020, but modified to include or show:

(a) the development to ensure a zero net carbon performance standard, as defined by the Green Building Council of Australia, forming part of a minimum 5 Star Green Star certified rating;

(b) A minimum 20% improvement above NCC 2019 standards and a completed JV3 energy report demonstrating the proposed energy performance standard;

(c) A commitment to electric vehicle charging infrastructure for at least 5% of vehicle spaces to be provided;

(d) The provision of 326 employee bicycle spaces;

(e) A daylight report be prepared using daylight modelling or GBCA Hand Calculation method demonstrating that at least 30% of NLA exceed a 2% daylight factor standard; and

(f) Size and capacity of the proposed solar PV array.

6.11 The provisions, recommendations and requirements of the endorsed Sustainable Management Plan must be implemented and complied with to the satisfaction of the responsible authority.

6.12 Before the development is occupied, a report from the author of the Sustainable Management Plan, approved under this incorporated document, or similarly qualified person or company, must be submitted to the responsible authority. This report must be to the satisfaction of the responsible authority and must confirm all measures specified in the Sustainable Management Plan have been implemented in accordance with the approved plan.

Green Travel Plan

6.13 Before the development is occupied, an amended Green Travel Plan to the satisfaction of the responsible authority must be submitted to and approved by the responsible authority. When approved, the amended Green Travel Plan will be endorsed and will form part of this Incorporated Document. The amended Green Travel Plan must be generally in accordance with the Green Travel Plan prepared by Impact, dated 16 April 2020, but modified to include or show:

(a) Security arrangements to access the employee bicycle storage spaces;

(b) The types of lockers proposed within the change-room facilities, with at least 50% of lockers providing hanging storage space;

(c) Signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3; and

(d) The floor plans showing details of the bicycle parking and end of trip facilities.

6.14 The provisions, recommendations and requirements of the endorsed Green Travel Plan must be implemented and complied with to the satisfaction of the responsible authority.

Waste Management Plan

6.15 Before the development commences, an amended Waste Management Plan to the satisfaction of the responsible authority must be submitted to and approved by the responsible authority. When approved, the amended Waste Management Plan will be endorsed and will form part of this Incorporated Document. The amended Waste Management Plan must be generally in accordance with the Waste Management Plan prepared by WSP and dated May 2020, but modified to:

(a) Assess the proposal as amended under Clause 6.1.

6.16 The provisions, recommendations and requirements of the endorsed Waste Management Plan must be implemented and complied with to the satisfaction of the responsible authority.

6.17 The collection of waste from the site must be by private collection, unless with the prior written consent of the responsible authority.

Acoustic Report

6.18 Before the development commences, an amended Acoustic Report to the satisfaction of the responsible authority must be submitted to and approved by the responsible authority. When approved, the amended Acoustic Report will be endorsed and will form part of this Incorporated Document. The amended Acoustic Report must be generally in accordance with the Acoustic Report prepared by Floth and dated 17 April 2020, but modified to include:

(a) The means by which the long-term averages for road traffic noise have been derived.

6.19 The provisions, recommendations and requirements of the endorsed Acoustic Report must be implemented and complied with to the satisfaction of the responsible authority.

6.20 Following the excavation of the basement and before the development commences (excluding any works required to secure the basement), an Acoustic Report (vibration) to the satisfaction of the responsible authority must be submitted to, and be approved by, the responsible authority. The Acoustic Report must be prepared by a suitably qualified acoustic engineer and must demonstrate:

(a) Remeasuring of the vibration once excavation of the site had been completed. The VDV is to be measured directly, or full details of the measurement results and conversion calculation to obtain the VDV is provided at that time. The VDV should be measured and/or calculated in accordance with the 2008 British Standard referenced by Floth.

When approved, the Acoustic Report will be endorsed and will then form part of this Incorporated Document.

6.21 Following completion of the development, and prior to its occupation, an Acoustic Report to the satisfaction of the responsible authority must be submitted to, and be approved by, the responsible authority. The Acoustic Report must be prepared by a suitably qualified acoustic engineer and must demonstrate:

(a) Compliance of the mechanical plant, car park entrance door and loading bay with both State Environment Protection Policy (Noise from Commerce, Industry and Trade) No. N-1 and sleep disturbance targets at existing dwellings; and

(b) Compliance with any recommendations or requirements of the report referenced within Clause 6.19.

When approved, the Acoustic Report will be endorsed and will then form part of this Incorporated Document.

Wind Tunnel Report

6.22 Before the development commences, an amended Wind Tunnel Report to the satisfaction of the responsible authority must be submitted to and approved by the responsible authority. When approved, the amended Wind Tunnel Report will be endorsed and will form part of this Incorporated Document. The amended Wind Tunnel Report must be generally in accordance with the Wind Tunnel Report prepared by MEL Consultants, dated 17 April 2020, but modified to include (or show):

(a) Assess the proposal as amended pursuant to Clause 6.1;

(b) The northern, southern and western retail frontages achieving pedestrian comfort for stationary, long exposure activities;

(c) The bicycle arrival achieving pedestrian comfort for stationary, short exposure activities;

(d) The external terraces at Levels 1, 2 and 3 achieving pedestrian comfort for stationary, short exposure activities; and

(e) The external terraces at Levels 10 and 11 achieving pedestrian comfort for stationary, short exposure activities.

Landscaping is not to be used as a wind mitigation measure.

6.23 The provisions, recommendations and requirements of the endorsed Wind Tunnel Report must be implemented and complied with to the satisfaction of the responsible authority.

Car parking

6.24 Before the development commences, a Car Park Management Plan to the satisfaction of the responsible authority must be submitted to and approved by the responsible authority. When approved, the Car Park Management Plan will be endorsed and will form part of this Incorporated Document. The Car Park Management Plan must address, but not be limited to, the following:

(a) the number of car parking spaces allocated to each tenancy and that each space is allocated;

(b) Numbering of car parking spaces;

(c) details of way-finding, cleaning and security of end of trip bicycle facilities;

(d) policing arrangements and formal agreements including the provision for the development entrance boom gate to remain open during the AM peak period;

(e) a schedule of all proposed signage including directional arrows and signage, informative signs indicating location of disabled bays and bicycle parking, exits, restrictions, pay parking system etc.;

(f) the collection of waste and garbage in accordance with the Waste Management Plan required by **Clause 6.15**; and

(g) details regarding the management of loading and unloading of goods and materials.

6.25 The provisions, recommendations and requirements of the endorsed Car Park Management Plan must be implemented and complied with to the satisfaction of the responsible authority.

6.26 Before the building is occupied, or by such later date as approved in writing by the responsible authority, the area set aside on the endorsed plans for the car parking spaces, access lanes, driveways and associated works must be:

(a) constructed and available for use in accordance with the endorsed plans;

(b) formed to such levels and drained so that they can be used in accordance with the endorsed plans;

(c) treated with an all-weather seal or some other durable surface; and

(d) line-marked or provided with some adequate means of showing the car parking spaces;

to the satisfaction of the responsible authority.

6.27 Before the building is occupied, or by such later date as approved in writing by the responsible authority, a notice showing the location of car parking must be placed in a clearly visible position near the entry to the land. The notice must be maintained thereafter to the satisfaction of the responsible authority.

6.28 The loading and unloading of vehicles and the delivery of goods to and from the land must be conducted entirely within the land to the satisfaction of the responsible authority.

6.29 Except with the prior written consent of the responsible authority, the internal north-south connection between Swan Street and the land to the south must be open between 8am and 6pm on business days (excluding public holidays).

Design Detail Plan (widened footpaths and land to the south)

6.30 Within six months of the development commencing, the owner of the site must submit detailed engineering and landscaping documentation to the satisfaction of the responsible authority and approved by the responsible authority and at the full cost of the owner showing the following:

(a) Provision of widened footpaths along Swan Street and Burnley Street, including land located on the subject site as identified within the Ground Floor plan prepared by Architectus, Drawing No. DA1003, Revision C;

(b) Provision of pedestrian path along the southern boundary entirely located on the subject site as identified within the Ground Floor plan prepared by Architectus, Drawing No. DA1003, Revision C;

(c) Provision of a ground floor landscape plan which includes the landscaping proposed in the public realm areas and those associated with the landscaped terrace to the south;

(d) The design detail plan is to provide details of the following:

(i) Integration with the Burnley Street Shared Zone, as proposed within the plan required pursuant to Clause 6.33;

(ii) Clear delineation of the site's title boundaries along Burnley Street through the use of brass discs or a similar type method;

(iii) The Swan Street footpath area outside of the subject site's title boundary are to be surfaced in asphalt as per Yarra standard drawings, unless otherwise agreed to by the responsible authority;

(iv) DDA compliant pram ramps (including TGSIs) shown at the Burnley St/Swan St intersection as per Yarra standard drawings;

(v) All existing street furniture on Swan Street to be upgraded and located in accordance with the City of Yarra Public Domain Manual and Yarra Standard Drawings;

(vi) Details of custom benches and raised planters to be provided with a 600mm setback provided from the Burnley Street kerb; and

(vii) Provision of additional street litterbins on Burnley Street in accordance with City of Yarra Public Domain Manual / Yarra Standard Drawings.

VicTrack Landscaped Zone and Pedestrian Path

6.31 Within six months of the development commencing, the developer must submit detailed plans (inclusive of materials and landscaping) to the satisfaction of and approved by the responsible authority and VicTrack, showing:

(a) interface improvements for the footpath to the south (directly abutting the subject site's boundaries); and

(b) details of the proposed landscaped terrace.

6.32 Before the building is occupied, all works associated with the VicTrack pedestrian path and landscaped terrace detailed design plan as shown on the endorsed plans must be completed by the developer at their full cost to the satisfaction of the responsible authority and VicTrack and be maintained thereafter.

Infrastructure and Streetscape Masterplan

6.33 Within six months of the development commencing, the applicant must prepare an infrastructure and streetscape masterplan in conjunction with Council, Department of Infrastructure, VicTrack, Transport for Victoria and all relevant service authorities for capital improvements in the roads surrounding the development. The Plan must include, but is not limited to:

(a) the interface with the Burnley railway station;

(b) the mitigation works at the Burnley Street/Swan Street intersection;

(c) the improvement to the Burnley Street service road, including:

(i) the provision of a shared zone within Burnley Street (service road) where the street interfaces with the western boundary where not obstructed by the existing rail ramp.

The design of the Burnley Street shared zone must provide details including civil works drawings, pavement widths, surface treatment, road infrastructure items, landscaping (where applicable) and drainage including the installation of any additional drainage pits and associated connecting drainage to the satisfaction of the responsible authority.

(d) the streetscape along Swan Street.

The extent and scope of the works must be clearly defined before approval is granted by Council. All traffic mitigation, road infrastructure and streetscape works shall be funded by the developer.

Timing of works

6.34 Before the building is occupied, all works to the public realm as required by **Clauses 6.30, 6.31 and 6.33** must be fully constructed and completed by the owner at their full cost and to the satisfaction of the responsible authority.

Section 173 Agreement (widening of Swan and Burnley Streets and the land to the south)

6.35 Within six months of the commencement of works, the owner (or another person in anticipation of becoming the owner) must enter into an agreement with the responsible authority under section 173 of the Planning and Environment Act 1987, providing for the following:

(a) The Owner must provide unfettered 24-hour public access over that part of the land to be used for the widening of the Swan Street and Burnley Street footpaths and pedestrian footpath to the south (rail interface);

(b) The owner is responsible for maintaining at all times the areas that are private land open to the public described in **Clause 6.35(a)** at the cost of the owners of the site and to the satisfaction of the Yarra City Council; and

(c) The owner(s) must obtain and maintain insurance, approved by Yarra City Council, for the public liability and indemnify Yarra City Council against all claims resulting from any damage, loss, death or injury in connection with the public accessing the land described in **Clause 6.35(a)**.

6.36 The owner, or other person in anticipation of becoming the owner, must meet all of the expenses of the preparation and registration of the agreement, including the reasonable costs borne by the responsible authority.

Section 173 Agreement (Affordable Commercial Space)

6.37 Before the development is occupied, the owner (or another person in anticipation of becoming the owner) must enter into an agreement with the responsible authority under section 173 of the Planning and Environment Act 1987 which requires that the owner must facilitate the provision of affordable commercial space by:

(a) Providing 5% of the office floor area on-site as affordable office floor space which may include a co-working space/social enterprise space/office space for creative design tenant(s) available at a discount compared with market rent; or

(b) Making other arrangements for the provision of affordable commercial space as per **Clause 6.37(a)** in respect of the same floor area, or an equivalent community benefit, such as the delivery of or investment in an Aboriginal Employment Program, to the satisfactory of the responsible authority.

6.38 The owner, or other person in anticipation of becoming the owner, must meet all of the expenses of the preparation and registration of the agreement, including the reasonable costs borne by the responsible authority.

Head, Transport for Victoria (**Clauses 6.39 to 6.57**)

6.39 Before the development commences (excluding demolition), or other time agreed to in writing with Head, Transport for Victoria, amended plans to the satisfaction of the Head, Transport for Victoria (TfV) must be submitted to and approved by the responsible authority. When approved, the plans will be endorsed and will then form part of the Incorporated Document. The plans must be drawn to scale with dimensions and three copies must be provided. These plans must be generally in accordance with the plans submitted to TfV with the application but are to be modified to show:

(a) The installation of signs, line marking, splitter island and associated road works permitting only “left turn in” and left turn out” vehicular access from Swan Street unless otherwise recommend by the Road Safety Audit;

(b) modification as required and/or removal of any existing car parking spaces, street tree/s and associated road works on the south side of Swan Street to accommodate the new vehicular access arrangement;

(c) retention of Metro Train bus replacement space in the Burnley Street underpass;

(d) tram shelter and associated works in an agree location on Swan Street;

(e) a landscaping plan and schedule;

(f) demonstrate compliance with air, light and fire requirements without reliance on railway land; and

(g) any recommendations of the road safety audit,

to the satisfaction of TfV.

6.40 Before the development commences (excluding demolition), unless otherwise agreed in writing with TfV, the developer must submit a formal road safety audit, (including a function layout plan) by a suitable qualified consultant, to the satisfaction of TfV and the responsible authority. The audit must include, but not limited to:

(a) the function and layout of the left in left out Swan Street access;

(b) pedestrian, cycle and vehicle access/egress arrangements (including pedestrian crossings at/in vicinity of the intersection of Swan & Burnley Streets);

(c) loading arrangements;

(d) buildings and works within the public realm;

(e) internal circulation/layout; and

(f) lighting and vegetation impact on adjoining roadway/s.

The findings of the audit must be incorporated into the development and at the developer's expense.

6.41 Unless otherwise agreed in writing with TfV within six (6) months of the occupation of the development the developer must submit a post development road safety audit, to the satisfaction of TfV, demonstrating that all works associated with the approved road safety audit have been tested and any reasonable alterations required are completed to the full cost of the developer and to the satisfaction of TfV.

6.42 Before the Development commences, unless otherwise agreed in writing with the Head Transport for Victoria, the developer must submit detailed plans (inclusive of materials and landscaping) to the satisfaction of the Head, Transport for Victoria (TfV), Vic Track and the Rail Operator (RO) showing the development interface improvements for the footpath to the south (directly abutting the subject site's boundaries and extending along the frontage to the railway land and connecting to the Burnley Station ramps as appropriate) being 'public realm works' on railway land. The plans must:

(a) show lighting, landscaping, footpaths, bicycle parking, street furniture and associated infrastructure;

(b) meet Rail Operator specifications and standards;

(c) demonstrate that the works are compliant with the Disability Standard for Accessible Public Transport 2002;

(d) A construction control agreement must be in place between the developer and RO prior to commencement of the Public Ream Works on Railway Land; and

(e) the Public Realm Works outlined in the plans must be completed by the developer at their full cost and to the satisfaction of TfV, VicTrack & the RO.

6.43 Prior to the commencement of work on site (excluding demolition) detailed construction / engineering plans and computations for construction works abutting railway land, railway operations, and railway infrastructure assets must be submitted and approved by VicTrack, TfV and the Rail Operator (RO). The Plans must detail all excavation design and controls of the site adjacent to the railway corridor. The Design Plans must ensure compliance regarding:

(a) building clearances to aerial power lines as per the applicable Victorian Electrical Safety (Installations) Regulations;

(b) design loadings for the building include for:

(i) compliance with AS5100 Parts 1 and 2 for collision protection and impact loads from derailed trains,

(ii) compliance with AS1170 Part 4 -Earthquake Actions in Australia,

(c) working adjacent to overhead power to the satisfaction of the RO;

(d) demonstrate compliance with air, light and fire requirements without reliance on railway land; and

(e) demonstrates a design plan, and a maintenance and operations strategy for balconies and windows that will eliminate any risk of debris falling or being thrown onto railway land.

6.44 Unless otherwise agreed in writing with TfV, before the commencement of works (including demolition), a Construction Management Plan must be submitted to TfV and Vic Track for approval. The Construction Management Plan must designate operating hours and include details of (but not be limited to) management proposals and actions to protect Vic Track assets, rail infrastructure and the operation of the public transport network during construction and must set out objectives, performance and monitoring requirements to the satisfaction of Vic Track & TfV.

6.45 Unless otherwise agreed in writing with the TfV, before the commencement of works (including demolition), a Traffic Management Plan must be submitted to TfV which outlines how traffic will be managed throughout the construction of the development and mitigate impacts to public transport, including trains and trams. The Traffic Management Plan must be prepared and implemented to the satisfaction of TfV. All traffic management and mitigation costs will be at the full cost of the developer.

6.46 Unless otherwise agreed in writing with TfV, prior to construction commencing including demolition, a construction control and indemnity agreement as required by TfV must to be in place to the satisfaction of TfV at the full cost to the developer. Any costs required to review documents for the construction control and indemnity agreement must be met by the developer.

6.47 Unless otherwise agreed in writing with TfV, prior to the commencement of works (excluding demolition), developer must prepare a report, to the satisfaction of TfV & the RO, by a suitable qualified consultant, which demonstrates that all building materials (including glass / window treatments) visible from the rail corridor are non-reflective such that it will not adversely impact on rail operations and driver safety. The development must avoid using red, green or yellow colour schemes that may interfere with driver operations.

6.48 Unless otherwise agreed in writing with TfV and VicTrack, windows, doors and balconies must not be placed on the title boundary with Railway Land and no windows or doors are permitted to open beyond the Railway Land title boundary to the satisfaction of TfV and VicTrack.

6.49 Prior to the occupation of the development, all works outlined on the endorsed plans for the left in left out only access must be completed with associated signs, to the satisfaction of TfV at the full cost to the developer.

6.50 The boundary wall must be treated with a graffiti proof finish and any graffiti that appears on the wall must be removed as soon as practicable to the satisfaction of VicTrack and the Rail Operator. Removal of graffiti must be undertaken at no cost to VicTrack or the Rail Operator.

6.51 Unless otherwise agreed in writing, permanent or temporary soil anchors must not be installed on railway land.

6.52 Prior to commencement of works, the Rail Operator must be contacted through the email address metrositeaccess@metrotrains.com.au to obtain the Rail Operator's conditions and safety requirements for works on, over or adjacent to railway land.

6.53 Any Rail Operator costs required to review documents or construction plan works within the rail environment must be met by the developer.

6.54 Any damage to public transport infrastructure as a consequence of the construction works must be rectified to the satisfaction of TfV, at the full cost of the developer.

6.55 The developer must take all reasonable steps to ensure that disruptions to train and tram operation are kept to a minimum during the construction of the development, and in compliance with the Rail and Tram Safety and Environmental requirements.

6.56 No lighting is to be erected that throws light onto the railway tracks or which interferes with the visibility of signals and the rail lines by train drivers, to the satisfaction of the Rail Operator.

6.57 No drainage, effluent, waste, soil or other materials must enter or be directed to railway land or stored or deposited on railway land.

Road Infrastructure

6.58 Before the building is occupied, or by such later date as approved in writing by the responsible authority, any new vehicle crossing must be constructed:

(a) in accordance with any requirements or conditions imposed by Council;

(b) Demonstrating satisfactory access into and out of the site with a vehicle ground clearance check using the B99 design vehicle, and be fully dimensioned with actual reduced levels (to three decimal places) as per Council's Vehicle Crossing Information Sheet;

(c) at the developer's cost;

(d) to the satisfaction of the responsible authority;

(e) The edge of the vehicle crossing must comply with the minimum setback from the two electrical poles as required by the relevant power authority and Yarra Trams. If there is a requirement to relocate the poles, the developer must obtain the consent of the relevant power authority and Yarra Trams. All costs associated with the relocation will be at the developer's cost; and

(f) The vehicle crossing shall be constructed in accordance with Department of Infrastructure's and City of Yarra's requirements and specifications.

6.59 Before the building is occupied, or by such later date as approved in writing by the responsible authority, all building works and connections for underground utility services, the footpaths along the property's Swan Streets and Burnley Street (service road) frontages must be reconstructed (including kerb and channel):

(a) at the developer's cost; and

(b) to the satisfaction of the responsible authority.

6.60 Before the building is occupied, or by such later date as approved in writing by the responsible authority, the full width road pavement of the Burnley Street service road (from west kerb to east kerb line) from the southern limit of the development to Swan Street must be profiled and re-sheeted:

(a) at the developer's cost; and

(b) to the satisfaction of the responsible authority.

6.61 Before the building is occupied, or by such later date as approved in writing by the responsible authority, the half-width road pavement of Swan Street (from south kerb to tramway tracks) from the western limit of the development to the eastern limit of the development must be profiled and re-sheeted (including the reinstatement of all road markings):

(a) at the developer's cost;

(b) to the satisfaction of any other relevant authority; and

(c) to the satisfaction of the responsible authority.

6.62 Before the building is occupied, or by such later date as approved in writing by the responsible authority, any isolated areas of road pavement failure as a consequence of construction traffic impacts must be reconstructed:

(a) at developer's cost;

(b) to the satisfaction of any other relevant authority; and

(c) to the satisfaction of the responsible authority.

6.63 Before the building is occupied, or by such later date as approved in writing by the responsible authority the relocation of any service poles, structures or pits necessary to facilitate the development must be undertaken:

(a) at the developer's cost; and

(b) to the satisfaction of the responsible authority.

6.64 Before the building is occupied, or by such later date as approved in writing by the responsible authority, any redundant vehicular crossing must be demolished and re-instated as standard footpath and kerb and channel:

(a) at the developer's cost; and

(b) to the satisfaction of the responsible authority.

6.65 Before the building is occupied, or by such later date as approved in writing by the responsible authority, the removal of any kerbside parking sensors and any reinstatement of parking sensors will require the developer to pay Council the cost of each parking sensor taken out from the kerb/footpath/roadway. Any costs associated with the reinstatement of road infrastructure due to the removal of the parking sensors must also be borne by the developer.

6.66 Before the building is occupied, or by such later date as approved in writing by the responsible authority, the four bike hoops located on Burnley Street must be re-located within the site's frontages:

(a) at the developer's cost; and

(b) in a location and manner,

to the satisfaction of the responsible authority.

6.67 Lighting

Before the building is occupied, or by such later date as approved in writing by the responsible authority, a public lighting design scheme along the development's road frontages (including along the pedestrian link to Burnley Train Station) demonstrating adequate lighting levels for pedestrians as per Australian Standard requirements must be submitted to and approved by the responsible authority. Notations must confirm that the lighting scheme has been approved by CitiPower and all lighting infrastructure and hardware will be funded by the developer.

6.68 Before the building is occupied, or by such later date as approved in writing by the responsible authority, external lighting capable of illuminating access to the pedestrian and vehicular entrances must be provided on the subject site. Lighting must be:

(a) located;

(b) directed;

(c) shielded; and

(d) of limited intensity

to the satisfaction of the responsible authority.

General

6.69 The amenity of the area must not be detrimentally affected by the use or development, including through:

(a) the transport of materials, goods or commodities to or from land;

(b) the appearance of any buildings, works or materials;

(c) the emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil, or

(d) the presence of vermin

to the satisfaction of the responsible authority.

6.70 Except with the prior written consent of the responsible authority, delivery and collection of goods to and from the land may only occur between 7am and 10pm on any day.

6.71 Finished floor levels shown on the endorsed plans must not be altered or modified without the prior written consent of the responsible authority.

6.72 Before the building is occupied, any wall located on a boundary facing public property must be treated with a graffiti proof finish to the satisfaction of the responsible authority.

6.73 The development must comply at all times with the State Environment Protection Policy – Control of Noise from Commerce, Industry and Trade (SEPP N-1).

6.74 The uses must comply at all times with the State Environment Protection Policy –Control of Music Noise from Public Premises (SEPP N-2).

6.75 Before the building is occupied, or by such later date as approved in writing by the responsible authority, all new on-boundary walls must be cleaned and finished to the satisfaction of the responsible authority.

6.76 All buildings and works must be maintained in good order and appearance to the satisfaction of the responsible authority.

6.77 All pipes, fixtures, fittings and vents servicing any building on the land must be concealed in service ducts or otherwise hidden from view to the satisfaction of the responsible authority.

6.78 Except with the prior written consent of the responsible authority, demolition or construction works must not be carried out:

(a) Monday-Friday (excluding public holidays) before 7 am or after 6 pm;

(b) Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday) before 9 am or after 3 pm; or

(c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.

Construction Management Plan

6.79 Before the development commences, a Construction Management Plan to the satisfaction of the responsible authority must be submitted to and approved by the responsible authority. When approved, the plan will be endorsed and will form part of this Incorporated Document. The plan must provide for:

(a) a pre-conditions survey (dilapidation report) of the land and all adjacent Council roads frontages and nearby road infrastructure;

(b) works necessary to protect road and other infrastructure;

(c) remediation of any damage to road and other infrastructure;

(d) containment of dust, dirt and mud within the land and method and frequency of clean up procedures to prevent the accumulation of dust, dirt and mud outside the land;

(e) facilities for vehicle washing, which must be located on the land;

(f) the location of loading zones, site sheds, materials, cranes and crane/hoisting zones, gantries and any other construction related items or equipment to be located in any street;

(g) site security;

(h) management of any environmental hazards including, but not limited to:

(i) contaminated soil;

(ii) materials and waste;

(iii) dust;

(iv) stormwater contamination from run-off and wash-waters;

(v) sediment from the land on roads;

(vi) washing of concrete trucks and other vehicles and machinery; and

(vii) spillage from refuelling cranes and other vehicles and machinery;

(i) the construction program;

(j) preferred arrangements for trucks delivering to the land, including delivery and unloading points and expected duration and frequency;

(k) parking facilities for construction workers;

(l) measures to ensure that all work on the land will be carried out in accordance with the Construction Management Plan;

(m) an outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services;

(n) an emergency contact that is available for 24 hours per day for residents and the responsible authority in the event of relevant queries or problems experienced;

(o) the provision of a traffic management plan to comply with provisions of AS 1742.3-2002 Manual of uniform traffic control devices -Part 3: Traffic control devices for works on roads;

(p) a Noise and Vibration Management Plan showing methods to minimise noise and vibration impacts on nearby properties and to demonstrate compliance with Noise Control Guideline 12 for Construction (Publication 1254) as issued by the Environment Protection Authority in October 2008. The Noise and Vibration Management Plan must be prepared to the satisfaction of the responsible authority. In preparing the Noise and Vibration Management Plan, consideration must be given to:

(i) using lower noise work practice and equipment;

(ii) the suitability of the land for the use of an electric crane;

(iii) silencing all mechanical plant by the best practical means using current technology;

(iv) fitting pneumatic tools with an effective silencer;

(v) other relevant considerations; and

(q) any site-specific requirements;

During the construction:

(r) any stormwater discharged into the stormwater drainage system must comply with Environment Protection Authority guidelines;

(s) stormwater drainage system protection measures must be installed as required to ensure that no solid waste, sediment, sand, soil, clay or stones from the land enters the stormwater drainage system;

(t) vehicle borne material must not accumulate on the roads abutting the land;

(u) the cleaning of machinery and equipment must take place on the land and not on adjacent footpaths or roads; and

(v) all litter (including items such as cement bags, food packaging and plastic strapping) must be disposed of responsibly.

VicTrack (Clauses 6.80 to 6.90)

6.80 All boundary fences and walls to be treated with a graffiti proof finish and any graffiti that appears on the wall must be cleaned and removed as soon as practicable.

6.81 The developer must not, at any time:

(a) **allow any drainage, effluent, waste, soil or other materials to enter or be directed to the railway land; or**

(b) **store or deposit any waste, soil or other materials on the railway land.**

6.82 Prior to the commencement of wok on site detailed construction / engineering plans and computations for any construction abutting railway infrastructure or railway land must be submitted and approved by Vic Track and the Head, Transport for Victoria. The plans must detail all excavation design and controls of the site adjacent to the railway corridor having any impact on railway land. The design Plans must

ensure compliance with:

(c) **building clearances to aerial power lines as per the applicable Victorian Electrical Safety (Installations) regulations;**

(d) **design loadings for the building from the nearest rail track is in compliance with AS5100.2-2017 Design Loads and Part 4 AS1170.4 Earthquake action Australia; and**

(e) **working adjacent to overhead power to the satisfaction of the RO.**

(f) **all excavation of the site adjacent to the railway corridor having any impact on the railway land**

(g) **the design features of the development (including appropriate screening to balconies) that will be implemented by the developer to ensure that objects cannot be projected into the rail corridor**

(h) **demonstration that the materials and colours of the development will not cause reflections or glare that may interfere with train driver operations and must avoid using red, green or yellow colour schemes or shapes capable of being mistaken for train signals. (This information must be supported by advice from a suitably qualified consultant).**

6.83 The development must be constructed in accordance with the endorsed detailed construction/engineering plans and computations to the satisfaction of and at no cost to VicTrack and the Head, Transport for Victoria. The endorsed detailed construction/engineering plans and computations must not be modified except with the prior written consent of VicTrack and the Head, Transport for Victoria.

6.84 The developer must not enter any railway land without the written consent of the Rail Operator. If the developer has obtained the Rail Operator's written consent to enter the railway land, the developer must comply with the Rail Operator's Site Access Procedures, conditions and safety requirements when accessing the railway land. The developer must comply with the Rail Operator's reasonable requirements for works on, over or adjacent to the railway land. The rail operator contact is: metrositeaccess@metrotrains.com.au

6.85 Before development starts (including demolition and bulk excavation), all necessary construction control agreements and indemnity agreements must be prepared and entered into with VicTrack and the Head, Transport for Victoria to the satisfaction of and at no cost to VicTrack and Head Transport for Victoria.

6.86 The developer must not carry out, or allow to be carried out, any excavation, filling or construction on the common boundary between the subject land and the railway land unless it has obtained the prior written approval of VicTrack and the Rail Operator.

6.87 All works, including hoardings, must be undertaken within the subject land and must not encroach onto the railway land.

6.88 The developer must not at any time erect lighting (permanent or temporary) that interferes with the visibility of signals and rail lines by train drivers.

6.89 The developer must not install, or cause to be installed, any permanent or temporary ground anchors within the railway land.

6.90 Before development starts (including demolition and bulk excavation), a Demolition and Construction Management Plan must be submitted to and approved by the VicTrack and the Head, Department on Transport. When approved, the Demolition and Construction Management Plan will form a part of the Incorporated Document. The Demolition and Construction Management Plan must include (but not be limited to) details of the buildings, works and other measures necessary to:

(a) **protect railway land, track, overhead power and associated infrastructure;**

(b) **prevent disruption to the operation of the railway;**

(c) **the remediation of any damage to railway land, track, overhead power and associated infrastructure;**

(d) **access to the railway land during demolition and construction of the development (if required);**

(e) **arrangements for:**

(i) any hoarding associated with the construction of the development that encroaches onto or overhangs railway land;

(ii) the excavation, filling, earthworks or construction associated with the development occurring on or next to the boundary of the railway land;

(iii) the deposit or store of waste, fill or other materials associated with the development on the railway land;

(iv) air and dust management;

(v) operating hours;

(vi) noise and vibration controls;

(vii) the security of the railway land and associated infrastructure; and

(g) **the safety requirements relevant to the railway land and associated infrastructure and the operation of the railway.**

All demolition and construction works must be carried out in accordance with the approved Demolition and Construction Management Plan unless with the prior written consent of VicTrack and the Head, Transport for Victoria. The Demolition and Construction Management Plan must be prepared, implemented and monitored at no cost to the satisfaction of VicTrack and the Head, Transport for Victoria.

Notes:

- The site is located within an Environmental Audit Overlay. Under Clause 45.03 of the Yarra Planning Scheme, the requirements of the Environmental Audit Overlay must be met prior to the commencement of development permitted under the Incorporated Document.
- A building permit may be required before development is commenced. Please contact Council's Building Services on 9205 5555 to confirm.
- A vehicle crossing permit is required for the construction of the vehicle crossing(s). Please contact Council's Construction Management Branch on 9205 5555 for further information.

- Provision must be made for drainage of the site to a legal point of discharge. Please contact Council's Building Services on 9205 5555 for further information.
- Areas must be provided inside the property line and adjacent to the footpath to accommodate pits and meters. No private pits, valves or meters on Council property will be accepted.
- All future employees within the development approved under this Incorporated Document will not be permitted to obtain business parking permits.
- A local law permit (e.g. Asset Protection Permit, Road Occupation Permit) may be required before development is commenced. Please contact Council's Construction Management Branch on Ph. 9205 5555 to confirm.
- The applicant must apply for a Legal Point of Discharge under Regulation 133 –Stormwater Drainage of the Building Regulations 2018 from Yarra Building Services unit. Any storm water drainage within the property must be provided and be connected to the nearest Council pit of adequate depth and capacity (legal point of discharge), or to Council's satisfaction under Section 200 of the Local Government Act 1989 and Regulation 133.
- Any services poles, structures or pits that interfere with the proposal must be adjusted, removed or relocated at the owner's expense after seeking approval from the relevant authority.
- Areas must be provided inside the property line and adjacent to the footpath to accommodate pits and meters. No private pits, valves or meters on Council property will be accepted.
- Except with the prior written consent of the responsible authority, Council assets must not be altered in any way.
- No parking restriction signs or line-marked on-street parking bays are to be removed, adjusted, changed or relocated without approval or authorisation from Council's Parking Management unit and Construction Management branch. Any on-street parking reinstated (signs and line markings) as a result of development works must be approved by Council's Parking Management unit.
- Only roof runoff, surface water and clean groundwater seepage from above the water table can be discharged into Council drains.
- Council will not permit clean groundwater from below the groundwater table to be discharged into Council's drainage system. Basements that extend into the groundwater table must be waterproofed/tanked.
- The developer needs to ensure that the building has adequate clearances from overhead power cables, transformers, substations or any other electrical assets where applicable. Energy Safe Victoria has published an information brochure, Building design near powerlines, which can be obtained from their website: http://www.esv.vic.gov.au/About-ESV/Reports-andpublications/Brochures-stickers-and-DVDs

VicTrack Note

- **Before the commencement of the development, including demolition or bulk excavation, the developer must contact VicTrack through the email address External.Property@VICTRACK.com.au to obtain the VicTrack's conditions and safety requirements for works on, over or adjacent to the railway land.**

CONTACT OFFICER: **Michelle King**
TITLE: **Principal Planner**
TEL: **9205 5333**

Attachments

1⇩ PLN20/0006 - 462 - 482 Swan Street, Richmond - Minister for Planning letter advising of application call in
2⇩ PLN20/0006 - 462 - 482 Swan Street, Richmond - Minister for Planning letter advising of proposed planning scheme amendment
3⇩ IDAC Agenda June 1 2020 conditions compared with Clause 6.0 of proposed Incorporated Document
4⇩ PLN20/0006 - 462 - 482 Swan Street, Richmond - VicTrack referral comments
5⇩ PLN20/0006 - 462 - 482 Swan Street, Richmond - Engineering advice regarding road discontinuance
6⇩ Report
7⇩ PLN20/0006 - 462 - 482 Swan Street Richmond - Site Plan
8⇩ PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 1
9⇩ PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 2
10⇩ PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 3
11⇩ PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 4
12⇩ PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 5
13⇩ PLN20/0006 - 462 - 482 Swan Street Richmond - Wind Memo (21/05/2020)
14⇩ PLN20/0006 - 462 - 482 Swan Street Richmond - Updated Waste Management Plan (21/05/2020)
15⇩ PLN20/0006 - 462 - 482 Swan Street Richmond - Without Prejudice Sketch Plans (05/06/2020)
16⇩ PLN20/0006 - 462 - 482 Swan Street Richmond - Response to referrals (11/06/2020)
17⇩ PLN20/0006 - 462 - 482 Swan Street Richmond - Response to engineering referrals (12/06/2020)
18⇩ PLN20/0006 - 462 - 482 Swan Street Richmond - Without Prejudice Sketch Plans (15/06/2020)
19⇩ PLN20/0006 - 462 - 482 Swan Street Richmond - Head, Transport for Victoria referral response
20⇩ PLN20/0006 - 462 - 482 Swan Street Richmond - Open Space referral response
21⇩ PLN20/0006 - 462 - 482 Swan Street Richmond - Streetscapes & Natural Values referral response
22⇩ PLN20/0006 - 462 - 482 Swan Street Richmond - Internal Urban Design streetscapes referral response
23⇩ PLN20/0006 - 462 - 482 Swan Street Richmond - Engineering referral response (1)
24⇩ PLN20/0006 - 462 - 482 Swan Street Richmond - Engineering referral response (2)
25⇩ PLN20/0006 - 462 - 482 Swan Street Richmond - Strategic Transport referral response
26⇩ PLN20/0006 - 462 - 482 Swan Street Richmond - City Works referral response
27⇩ PLN20/0006 - 462 - 482 Swan Street Richmond - ESD referral response
28⇩ PLN20/0006 - 462 - 482 Swan Street Richmond - Urban Design referral response (MGS)
29⇩ PLN20/0006 - 462 - 482 Swan Street Richmond - Acoustic referral response (SLR consulting)
30⇩ PLN20/0006 - 462 - 482 Swan Street Richmond - Wind referral response (Vipac)

Attachment 1 - PLN20/0006 - 462 - 482 Swan Street, Richmond - Minister for Planning letter advising of application call in

Hon Richard Wynne MP

Minister for Planning
Minister for Housing

8 Nicholson Street
East Melbourne, Victoria 3002

Cr Misha Coleman
Mayor
Yarra City Council
PO Box 168
RICHMOND VIC 3121
mayor@yarracity.vic.gov.au

Ref: MBR042726

Dear Mayor

CALL IN OF PLANNING PERMIT APPLICATION PLN20/0006 AT 462-482 SWAN STREET, RICHMOND

I write to inform you that I have decided to call in planning permit application PLN20/0006 at 462-482 Swan Street, Richmond, under section 97B of the *Planning and Environment Act 1987*.

In accordance with section 97B(1)(a) of the Act, I consider that the application raises a major issue of policy and that the determination of the application may have a substantial effect on the achievement of planning objectives, as outlined below.

- The objective of Clause 11.03-1S 'Activity centres' is to encourage the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres that are highly accessible to the community. The project is in the Swan Street Major Activity Centre and determination of the application would support the creation of a network of activity centres that are linked by transport.
- The objective of Clause 15.01-1S 'Urban design' is to create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity, and the objective of Clause 15.01-2S 'Building design' is to achieve building design outcomes that contribute positively to the local context and enhance the public realm. The project involves significant improvements to the pedestrian environment and public realm, and determination of the application would deliver a net community benefit.
- The objective of Clause 17.01-1S 'Diversified economy' is to strengthen and diversify the economy and the objective of Clause 17.02-1S 'Business' is to encourage development that meets the community's needs for retail, entertainment, office and other commercial services. The project would provide economic stimulus to respond to the coronavirus (COVID-19) pandemic, and determination of the application would result in capital expenditure of $323 million and employment creation of 530 construction jobs and 3,000 ongoing jobs.
- Section 4(1) of the Act sets out the objectives of planning in Victoria. The determination of the application may have a substantial effect on the achievement of the following of these objectives:

  (a) To provide for the fair, orderly, economic and sustainable use, and development of land.

  (c) To secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria.

  (d) 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.

  (f) To facilitate development in accordance with the objectives set out at (a), (c) and (d).

Attachment 1 - PLN20/0006 - 462 - 482 Swan Street, Richmond - Minister for Planning letter advising of application call in

In accordance with sections 97B(2) and 97D(2) of the *Planning and Environment Act 1987*, the council must not proceed further with the application and must provide any documentation relating to the application to me without delay. Please contact Sarah Hathalmy, Business Support Officer, via email to stateplanning.services@delwp.vic.gov.au to arrange transfer of the application documentation.

If you have any questions, please contact Jane Homewood, Executive Director, Statutory Planning Services, Department of Environment, Land, Water and Planning, on (03) 8683 0975 or email jane.homewood@delwp.vic.gov.au.

Yours sincerely



HON RICHARD WYNNE MP
Minister for Planning

28 / 06 / 2020

Attachment 2 - PLN20/0006 - 462 - 482 Swan Street, Richmond - Minister for Planning letter advising of proposed planning scheme amendment

Department of Environment,
Land, Water and Planning

PO Box 500, East Melbourne,
Victoria 8002 Australia
delwp.vic.gov.au

Cr Misha Coleman
Mayor
Yarra City Council
mayor@yarracity.vic.gov.au.

Dear Cr Coleman

462-482 SWAN STREET, RICHMOND – PROPOSED PLANNING SCHEME AMENDMENT C282yara

I am writing to you regarding the proposed development of 462-482 Swan Street, Richmond (PLN20/0006) which has been referred to the Minister for Planning by the Building Victoria's Recovery Taskforce (BVRT).

The BVRT has been established to help keep the state's building and development industry running through the coronavirus (COVID-19) pandemic. The BVRT invited the development and construction industry to submit applications for the potential fast tracking of planning approvals for projects of state and regional significance that are shovel-ready but experiencing delays. The proposed development at 462-482 Swan Street, Richmond, has been identified by the BVRT as one that meets the development facilitation process and criteria, and has subsequently been referred to the Minister for Planning for facilitation.

To facilitate the proposed development, the Minister for Planning is considering preparing an amendment to the Yarra Planning Scheme under section 20(4) of the *Planning and Environment Act 1987* to amend the Schedule to Clause 45.12 'Specific Controls Overlay' to apply an Specific Controls Overlay SCO13 to the site, insert the incorporated document '462-482 Swan Street, Richmond Incorporated Document July 2020' and make other associated changes to the planning scheme, to facilitate the development generally as proposed as part of Yarra planning application PLN20/0006. A copy of the draft amendment is enclosed.

The Incorporated Document which forms part of the amendment has been drafted based on the draft conditions outlined in your Councils Internal Development Approvals Committee Agenda dated 1 July 2020 and the application information provided by the BVRT.

Before deciding whether to prepare, adopt and approve the proposed amendment, I am seeking council's views under section 20(5) of the Act about the proposed development of the site and the drafting of the proposed amendment.

Please provide your written statement to stateplanning.services@delwp.vic.gov.au within **ten business days** of the date of this letter.

Any personal information about you or a third party in your correspondence will be protected under the provisions of the *Privacy and Data Protection Act 2014*. It will only be used or disclosed to appropriate Ministerial, Statutory Authority, or departmental staff in regard to the purpose for which it was provided, unless required or authorized by law. Enquiries about access to information about you held by the Department should be directed to foi.unit@delwp.vic.gov.au or FOI Unit, Department of Environment, Land, Water and Planning, PO Box 500, East Melbourne, Victoria 8002.

Attachment 2 - PLN20/0006 - 462 - 482 Swan Street, Richmond - Minister for Planning letter advising of proposed planning scheme amendment

If you would like to discuss this matter further, please contact Matt Cohen, Director, Development Facilitation Team, Department of Environment, Land, Water and Planning on 0409 346 522 or at matthew.cohen@delwp.vic.gov.au.

Yours sincerely

Jane Homewood

Jane Homewood
Executive Director, Statutory Planning Services

17 / 07 / 2020

Encl.

Attachment 2 - PLN20/0006 - 462 - 482 Swan Street, Richmond - Minister for Planning letter advising of proposed planning scheme amendment

Planning and Environment Act 1987

YARRA PLANNING SCHEME

AMENDMENT C282yara

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.

Land affected by the amendment

The amendment applies to 462-482 Swan Street, Richmond (as shown on the map below).

The subject land comprises six addresses and nine titles:

- 462 Swan Street, Richmond (Lot 1 TP 121471V)
- 464 Swan Street, Richmond (Lot 2 PS 052088)
- 466 Swan Street, Richmond (Lot 3 PS 052088)
- 468 Swan Street, Richmond (Lot 4 PS 052088)
- 470 Swan Street, Richmond (Lot 5 PS 052088)
- 476 –482 Swan Street, Richmond (Crown Allotment 28 City of Richmond Parish of Jika Jika, Lot 1 TP 686295P, Lots 1&2 TP 592681C and Portion 29 Parish of Jika Jika).



Map 1: aerial photo showing subject land, 462-482 Swan Street, Richmond

Attachment 2 - PLN20/0006 - 462 - 482 Swan Street, Richmond - Minister for Planning letter advising of proposed planning scheme amendment

What the amendment does

The amendment applies a Specific Controls Overlay to 462-482 Swan Street, Richmond to facilitate the development of a 13 storey mixed use building, consisting of office and retail uses, generally as proposed by planning application PLN20/006 (Yarra City Council). The amendment fast tracks the approvals process under the Building Victoria's Recovery Taskforce established to aid the economic recovery post-COVID-19.

Specifically, the amendment makes the following changes to the planning scheme:

- Amends the Schedule to Clause 45.12 Specific Controls Overlay to apply SCO13 and the Incorporated Document "462-482 Swan Street, Richmond" to the site to facilitate the development of the land for a 13 storey mixed use building generally as proposed by planning application PLN20/006 (Yarra City Council). Amends the Schedule to Clause 72.03 *What does this scheme consist of?* to include Planning Scheme Map No. 9SCO.
- Amends the Schedule to Clause 72.04 Documents incorporated in this planning scheme to insert the Incorporated Document "462-482 Swan Street, Richmond, Incorporated Document, July 2020".
- Inserts Planning Scheme Map No. 9SCO to apply SCO13 to the subject land.

Strategic assessment of the amendment

Why is the amendment required?

The amendment is required to facilitate the development of the site to provide immediate benefits to Victoria's economy, keeping Victorians in work and significant building and construction projects on track for completion. The Victorian Government has identified Victoria's building and construction sector as a key mechanism to revitalise Victoria's economy during the coronavirus (COVID-19) pandemic.

How does the amendment implement the objectives of planning in Victoria?

The amendment implements the objectives of planning in Victoria under Section 4 of the Planning and Environment Act 1987 as follows:

(a) to provide for the fair, orderly, economic and sustainable use, and development of land;

(c) to secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria;

(f) to facilitate development in accordance with the objectives set out in paragraphs (a), (b), (c), (d) and (e);

(g) to balance the present and future interests of all Victorians.

How does the amendment address any environmental, social and economic effects?

The amendment will facilitate the delivery of a development that will stimulate the Victorian economy during the COVID-19 pandemic.

The project proposes a capital expenditure of approximately $323 million with an estimated 530 construction/design jobs and 3000 ongoing jobs on completion.

The building will achieve a minimum 5 Star Green Star rating and is close to meeting Yarra's Best Practice ESD standards, with a requirement for a zero net carbon performance standard. While landscaping is not a typical feature of commercial buildings in Richmond, the proposal provides landscaping above ground level in the form of planter boxes along the perimeters of outdoor terraces and three vertical gardens on the norther, southern and western elevations of the building. At ground level additional street trees are proposed, and where the development interfaces with the existing station ramp access points, a landscaped terrace is proposed with low level plantings to soften the appearance of the building at the pedestrian level. The development will deliver significant

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improvements to the pedestrian environs and public realm along the Swan Street Activity Centre, Burnley Street and to the site's interface with Burnley Train Station.

The proposal includes a portion of affordable commercial space, to be provided for co-working space/social enterprise space/office space for creative design tenant(s) or investment in an Aboriginal Employment Program, supporting the objectives of the Melbourne Industrial and Commercial Land Use Plan (MICLUP).

Given the dire economic circumstances created by the COVID-19 pandemic, stimulus of the Victorian economy is urgently required. Delays in facilitating the development would stand in the way of realising its economic and social benefits, which include investment and job creation. The use of the exemption would bring forward the investment and job creation in a circumstance where it is urgently required.

The economic and social benefits to Victorians that flow from the development, both presently and in the future, is in the interest of Victorians and achieves a net community benefit.

Does the amendment address relevant bushfire risk?

The land is not within or near a designated Bushfire Prone Area or a Bushfire Management Overlay. It is considered that the amendment will not increase any risk to human life or property from bushfire.

Does the amendment comply with the requirements of any Minister's Direction applicable to the amendment?

The amendment has been prepared in accordance with the Ministerial Direction–The Form and Content of Planning Schemes under section 7(5) of the Act.

The amendment addresses the required strategic assessment guidelines, as discussed in this report and in accordance with Ministerial Direction No.11 Strategic Assessment of Amendments.

The amendment complies with Ministerial Direction No. 9 Metropolitan Planning Strategy as it facilitates the development of the site in accordance with the directions contained within Plan Melbourne: 2017-2050. Specifically, the amendment supports:

- Outcome 1 by attracting investment and creating jobs.
- Outcome 3 by maximising development alongside Melbourne's integrated transport system.
- Outcome 4 by facilitating a development with quality design and amenity outcomes.
- Outcome 5 by delivering a project that will contribute towards a vibrant and healthy neighbourhood.
- Outcome 6 by promoting Melbourne as a sustainable and resilient city.

How does the amendment support or implement the Planning Policy Framework and any adopted State policy?

Clause 11 –Settlement

Clause 11.02 - Managing growth

Clause 11.02-1S Supply of urban land

The development meets the objective of ensuring a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses by providing commercial and retail floorspace that meets the needs of the local community.

Clause 11.03 Planning for places

Clause 11.03-1S Activity centres

Attachment 2 - PLN20/0006 - 462 - 482 Swan Street, Richmond - Minister for Planning letter advising of proposed planning scheme amendment

The development meets the objective of encouraging the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres that are highly accessible to the community.

Clause 11.03-1R Activity centres – Metropolitan Melbourne

The development meets the objectives to support the development and growth of Metropolitan Activity Centres, by accommodating growth in retail and office floorspace, making efficient use of infrastructure, locating adjacent to existing public transport services, providing good connectivity for a regional catchment, providing high levels of amenity, and locating administrative facilities in an activity centre with good public transport.

Clause 13.04-1S – Contaminated and potentially contaminated land

The Environmental Audit Overlay is in place on the subject land to ensure that potentially contaminated land is suitable for its intended future use and development, and that contaminated land is used safely. None of the proposed uses of the subject land are 'sensitive uses', including food and drink premises and office.

Clause 13.07 Amenity and safety

Clause 13.07-1S – Land use compatibility

The development meets the objective to safeguard community amenity while facilitating appropriate commercial or other uses with potential off-site effects.

Clause15 –Built environment and heritage

Clause 15.01-1S Urban design

Clause 15.01-1R Urban design – Metropolitan Melbourne

Urban Design Guidelines for Victoria (DELWP, 2017)

Clause 15.01-4R Healthy neighbourhoods – Metropolitan Melbourne

Clause 15.01-5S Neighbourhood character

Clause 15.02 Sustainable development

Clause 15.02-1S Energy efficiency

The development will provide a high-quality urban design outcome that positively responds to the surrounding character and context of the place. Further, the development is functional and accessible, contributing to a liveable and sustainable neighbourhood and enhancing the function and amenity of the public realm. In allowing safe access to walking and cycling environments as well as public transport, the development promotes environmentally sustainable outcomes. By increasing the density in a major activity centre that is well accessed by tram routes, and rail, the development complies with the principal of 20-minute neighbourhoods by providing services and retail uses and increasing local employment opportunities.

Clause 17 –Economic development

Clause 17.01 - Employment

Clause 17.01-1S Diversified economy

Clause 17.02 - Commercial

Clause 17.02-1S Business

The development will contribute to the economic wellbeing of the state and foster economic growth with the provision of a supermarket as well as retail and office floorspace. The development provides additional employment and improves access to jobs closer to where people live. The development has an attractive level of amenity for businesses and workers and is supported by good public transport services and walking and cycling opportunities.

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Attachment 2 - PLN20/0006 - 462 - 482 Swan Street, Richmond - Minister for Planning letter advising of proposed planning scheme amendment

Clause 18 –Transport

Clause 18.02 - Movement networks

Clause 18.02-1S Sustainable personal transport

Clause 18.02-1R Sustainable personal transport – Metropolitan Melbourne

Clause 18.02-2S Public Transport

Clause 18.02-2R Principal public transport network

Clause 18.02-4S Car parking

The development is supported by the existing transport system, such that it provides access to social and economic opportunities and contributes to environmental sustainability. The development maximises the density of development along the Principal Public Transport Network, promoting the greater use of public transport. The employment outcomes are well supported by public transport as well as walking and cycling opportunities that are safe and attractive.

Melbourne Industrial and Commercial Land Use Plan (MICLUP)

The MICLUP provides an overview of current and future needs for industrial and commercial land across metropolitan Melbourne and puts in place a planning framework to support state and local government to more effectively plan for future employment and industry needs, and better inform future strategic directions.

The site is identified at Map 5 of the MICLUP as being within a regionally significant existing commercial area.

The MICLUP identifies the following as the role of regionally significant commercial areas:

These include commercial areas and places identified in Plan Melbourne as major activity centres as well as growth area business with residential precincts identified in Growth Corridor Plans. They should provide for and support access to a wide range of goods and services, including office and retail development, and provide for a wide range of employment opportunities. They are expected to deliver more intensive forms of employment uses including office and commercial activity.

The MICLUP anticipates an additional 4 million square metres of commercial floor space will be required across the Inner Metro Region by 2031. Of this, approximately 3.3 million square metres is anticipated to be required for office uses and the remaining floor space to be allocated for retail. Whilst the City of Melbourne is anticipated to accommodate the majority of the additional floor spaces required, the City of Yarra is expected to provide, in addition to the existing 933,400sqm of commercial floor space identified in 2018, an additional 548,000sqm of commercial floor space by 2031.

Action 7 of the MICLUP identifies the need for the state government to investigate options available to preserve and create affordable workspaces in inner Melbourne.

How does the amendment support or implement the Local Planning Policy Framework, and specifically the Municipal Strategic Statement?

Consistent with the policy objectives of the Municipal Strategic Statement and local Planning Policy Framework, the amendment supports and implements the following:

Clause 21.04-2 Activity centres

The proposal is in the Swan Street Major Activity Centre and is consistent with the objectives to maintain the long term viability of activity centres; support alnd use change and development that contributes to the adaptation, redevelopment and economic growth of existing activity centres; discourage uses at street level in activity centres which create dead frontages during the day.

Clause 21.04-3 Industry, office and commercial

Attachment 2 - PLN20/0006 - 462 - 482 Swan Street, Richmond - Minister for Planning letter advising of proposed planning scheme amendment

The proposal seeks to increase the number and diversity of local employment opportunities.

Clause 21.05-2 Urban design

The proposal seeks to reinforce the existing urban framework of Yarra; offer design excellence, best practice environmental sustainability in design and construction; positive contribution to the enhancement of the public domain; support new development that contributes to the consolidation and viability of existing activity centres.

Clause 21.05-4 Public environment

The proposal seeks to provide a public environment that encourages community interaction and activity by ensuring the building has a human scale at street level, and provide universal access to public spaces within the site. The proposal provides a public thoroughfare through the centre of the ground floor courtyard.

Clause 21.06 Transport

The proposal encourages sustainable transport options by promoting access to bicycle facilities, walking, tram and rail public transport accessibility.

Clause 21.07-1 Ecologically sustainable development

The proposal incorporates environmentally sustainable design measures by way of energy and water efficiency, net zero carbon performance, passive solar design, natural ventilation and WSUD features.

Clause 21.08-2 Neighbourhoods (Burnley, Cremorne, South Richmond)

The proposal seeks to improve access and perceived safety around Burnley Station and the Swan Street Major Activity Centre.

Clause 22.03 Landmarks and tall structures

The site isn't in proximity to a sign or landmark identified in this clause, however, it seeks to ensure the profile and silhouette of new tall structures adds to the interest of Yarra's urban form and skyline.

Clause 22.05 Interfaces uses policy

This policy acknowledges that the mix of land uses and development that typifies inner city areas can result in conflict at the interface between uses. The proposal addresses this by providing an active frontage to Swan and Burnley Street, with publicly accessible retail and food and drink premises at ground level and the building massing offers a human scale at street level.

Clause 22.10 Built form and design policy

The proposal responds appropriately to the ten design elements outlined in this policy, including urban form and character; setbacks and building heights; street and public space quality; environmental sustainability; site coverage; on- and off-site amenity; landscaping and fencing; parking, traffic and access; and service infrastructure.

Clause 22.16 Stormwater management (Water sensitive urban design)

The proposal includes a 90,000L rain water tank for harvesting and reuse.

Clause 21.17 Environmentally sustainable design

The proposal incorporates environmentally sustainable design measures by way of energy and water efficiency, net zero carbon performance, passive solar design, natural ventilation and WSUD features.

Does the amendment make proper use of the Victoria Planning Provisions?

The amendment makes proper use of the Victoria Planning Provisions to facilitate the project, specifically Clause 45.12, Clause 72.03 and Clause 72.04.

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Attachment 2 - PLN20/0006 - 462 - 482 Swan Street, Richmond - Minister for Planning letter advising of proposed planning scheme amendment

The purpose of Clause 45.12 is to apply specific controls to achieve a particular use and development outcome. The specific controls in this amendment are set out in the incorporated document and allow the use and development of the relevant land for the project, in accordance with the conditions in the incorporated document.

The use of this provision in this case is appropriate because the project will have significant economic and social benefits that are urgently required, and the incorporated document will allow the project to be delivered in a coordinated, consistent and timely manner under a single planning control.

How does the amendment address the views of any relevant agency?

The views of Yarra City Council will be considered in the preparation of this amendment following consultation under section 20(5) of the *Planning and Environment Act 1987*.

Does the amendment address relevant requirements of the Transport Integration Act 2010?

The amendment is consistent with the vision for an integrated and sustainable transport system that contributes to an inclusive, prosperous and environmentally responsible state.

Resource and administrative costs

What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?

It is anticipated that the amendment will not have a significant impact on the administrative costs or resources of the responsible authority.

Where you may inspect this amendment

The amendment can be inspected free of charge at the City of Yarra website at www.yarracity.vic.gov.au

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 1 - Mapping reference table

Location	Land /Area Affected	Mapping Reference
Richmond	462-482 Swan Street, Richmond	Yarra C282 001scoMap9

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Attachment 2 - PLN20/0006 - 462 - 482 Swan Street, Richmond - Minister for Planning letter advising of proposed planning scheme amendment

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Planning and Environment Act 1987

YARRA PLANNING SCHEME

AMENDMENT C282yara

INSTRUCTION SHEET

The planning authority for this amendment is the Minister for Planning.

The Yarra Planning Scheme is amended as follows:

Planning Scheme Maps

The Planning Scheme Maps are amended by a total of one attached map sheet.

Overlay Maps

1. Insert new Planning Scheme Map No. 9SCO in the manner shown on the attached map marked "Yarra Planning Scheme, Amendment C282yara".

Planning Scheme Ordinance

The Planning Scheme Ordinance is amended as follows:

2. In **Overlays** – Clause 45.12, replace the Schedule with a new Schedule in the form of the attached document.

3. In **Operational Provisions** – Clause 72.03, replace the Schedule with a new Schedule 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

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Attachment 2 - PLN20/0006 - 462 - 482 Swan Street, Richmond - Minister for Planning letter advising of proposed planning scheme amendment

YARRA PLANNING SCHEME

18/04/2019
C225

SCHEDULE TO CLAUSE 45.12 SPECIFIC CONTROLS OVERLAY

1.0 Specific controls

~~20/04/2020~~ -/--/----
~~C265yara~~Proposed C282yara

PS Map Ref	Name of incorporated document
SCO1	351-353 Church Street, Richmond – Incorporated Document, February 2019
SCO2	520 Victoria Street, 2A Burnley Street and 2-30 Burnley Street, Richmond, Burnley Street West Precinct, Incorporated Plan, 2012
SCO3	10 Bromham Place, Richmond Incorporated Document, February 2013
SCO4	Fitzroy Former Gasworks Site Incorporated Document, February 2018
SCO5	Caulfield Dandenong Rail Upgrade Project, Incorporated Document, April 2016
SCO6	Flying Fox Campsite, Yarra Bend Park, December 2004
SCO7	Tramway Infrastructure Upgrades Incorporated Document, May 2017
SCO9	Specific Site and Exclusion – Lot 2 on PS433628L (452 Johnston Street, Abbotsford)
SCO12	North East Link Project Incorporated Document, December 2019
SCO13	462-482 Swan Street, Richmond Incorporated Document, July 2020

Attachment 2 - PLN20/0006 - 462 - 482 Swan Street, Richmond - Minister for Planning letter advising of proposed planning scheme amendment

YARRA PLANNING SCHEME

18/04/2019
C225

SCHEDULE TO CLAUSE 72.03 WHAT DOES THIS PLANNING SCHEME CONSIST OF?

1.0 Maps comprising part of this planning scheme:

~~20/04/2020 -/-/----~~
~~C265yara~~Proposed C282yara

- ~~Maps No.~~ 1, ~~1HO,~~ 1DDO, ~~1SBO~~1EAO, 1HO, 1PAO, ~~1EAO~~1SBO, 1SCO
- ~~Maps No. 2, 2SLO~~2, 2DDO, 2DPO, 2EAO, 2ESO, 2HO, ~~2DDO, 2DPO, 2SLIO, 2SBO, 2PAO, 2EAO, 2SCO~~2LSIO, 2PAO, 2SBO, 2SCO, 2SLO
- ~~Maps No. 3, 3SLO~~3, 3DDO, 3DPO, 3EAO, 3ESO, 3HO, ~~3DPO, 3DDO,~~ 3LSIO, ~~3SBO,~~ 3PAO, ~~3EAO~~3SBO, 3SCO, 3SLO
- ~~Maps No.~~ 4, ~~4SLO, 4ESO, 4HO, 4DPO, 4DDO~~4DDO, 4DPO, 4EAO, 4ESO, 4HO, 4LSIO, 4PAO, ~~4EAO~~ 4SLO
- ~~Maps No.~~ 5, ~~5HO~~5DDO, 5DPO, ~~5DDO, 5EAO~~5EAO, 5HO, 5SCO
- ~~Maps No.~~ 6, ~~6SLO, 6HO, 6DPO, 6DDO~~6DDO, 6DPO, 6EAO, 6HO, 6IPO, ~~6LISO, 6SBO, 6PAO, 6EAO, 6PO, 6SCO~~6LSIO, 6PAO, 6PO, 6SBO, 6SCO, 6SLO
- ~~Maps No.~~ 7, ~~7SLO~~7DDO, 7DPO, ~~7DDO, 7LSIO, 7SBO~~7EAO, 7HO, 7LSIO, 7PAO, ~~7HO, 7EAO, 7SCO~~7SBO, 7SCO, 7SLO
- ~~Maps No. 8, 8SLO~~8, 8CLPO, 8DDO, 8EAO, 8HO, ~~8DDO,~~ 8LSIO, 8SBO, ~~8EAO, 8CLPO, 8SCO~~8SCO, 8SLO
- ~~Maps No.~~ 9, ~~9SLO~~9, ~~9HO~~9CLPO, 9DDO, 9DPO, ~~9DDO,~~9EAO, 9HO, 9LSIO, 9PAO, ~~9EAO, 9CLPO~~9SCO, 9SLO

Attachment 2 - PLN20/0006 - 462 - 482 Swan Street, Richmond - Minister for Planning letter advising of proposed planning scheme amendment

YARRA PLANNING SCHEME

18/04/2019
C225

SCHEDULE TO CLAUSE 72.04 DOCUMENTS INCORPORATED IN THIS PLANNING SCHEME

1.0 Incorporated documents

~~18/06/2020~~ -/-/----
~~C220yara~~Proposed C282yara

Name of document	Introduced by:
5-15 Mayfield Street, Abbotsford, Incorporated Document, October, 2018	C188
10 Bromham Place, Richmond Incorporated Document, February 2013	C171
18-62 Trenerry Crescent, Abbotsford (Incorporated Plan, May 2018)	C218
32-68 Mollison Street and 61-69 William Street, Abbotsford July 2013	C170
351-353 Church Street, Richmond – Incorporated Document, February 2019	C225
462-482 Swan Street, Richmond Incorporated Document, July 2020	C282yara
520 Victoria Street, 2A Burnley Street, and 2 – 30 Burnley Street, Richmond, Burnley Street West Precinct - Incorporated Plan, 2012	C150
Atherton Gardens – Fitzroy, September 2010	C136
Caulfield Dandenong Rail Upgrade Project, Incorporated Document, April 2016	GC37
Chandler Highway Upgrade Incorporated Document, March 2016 (Amended December 2017)	GC80
City of Yarra Review of Heritage Overlay Areas 2007 Appendix 8, revised May 2019	C220yara
Cremorne Balmain Dover Street Project	NPS1
Crown Land Car Park Works, Burnley, August 2005	C92
Fitzroy Former Gasworks Site, Incorporated Document, February 2018	C242
Flying Fox Campsite, Yarra Bend Park, December 2004	C90
Hurstbridge Rail Line Upgrade 2017 Incorporated Document, January 2017	GC60
Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	C178
Local Policy "Protection of Biodiversity" Sites of Remnant Vegetation (Biosis 2001)	C49
Melbourne City Link Project – Advertising Sign Locations, November 2003	VC20
Melbourne Metro Rail Project: Upgrades to the Rail Network Incorporated Document, May 2018	GC96
North East Link Project Incorporated Document, December 2019	GC98
Planning and Design Principles for the Richmond Maltings Site, Cremorne – November 2007	C101
Richmond Walk Up Estate Redevelopment, September 2010	C136
Social housing redevelopment; Atherton Gardens Estate, Fitzroy, and Richmond Public Housing Estate, Richmond, for which the Minister for Planning is the Responsible Authority, May 2010	C135
Specific Site and Exclusion – Lot 2 on PS433628L (452 Johnston Street, Abbotsford	C56
Swan Street Works, Burnley, June 2005	C91
Tramway Infrastructure Upgrades Incorporated Document, May 2017	GC68
Victoria Gardens Building Envelope and Precinct Plan and Precinct 3 Plan – Warehouse Area	C7

Attachment 2 - PLN20/0006 - 462 - 482 Swan Street, Richmond - Minister for Planning letter advising of proposed planning scheme amendment

YARRA PLANNING SCHEME

Name of document	Introduced by:
Victoria Gardens Urban Design Guidelines	NPS1
Victorian Institute of Forensic Psychiatry Concept Plan (January 1997)	NPS1
Yarra Gardens Precinct Plan, December 2009	C128

Attachment 2 - PLN20/0006 - 462 - 482 Swan Street, Richmond - Minister for Planning letter advising of proposed planning scheme amendment

YARRA PLANNING SCHEME

INCORPORATED DOCUMENT

462-482 Swan Street, Richmond

July 2020

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This document is an incorporated document in the Yarra Planning Scheme under section 6(2)(j) of the *Planning and Environment Act 1987*

Attachment 2 - PLN20/0006 - 462 - 482 Swan Street, Richmond - Minister for Planning letter advising of proposed planning scheme amendment

1.0 INTRODUCTION

This document is an incorporated document in the Yarra Planning Scheme (the planning scheme), under section 6(2)(j) of the *Planning and Environment Act 1987*.

This incorporated document facilitates the delivery of the development at 462-482 Swan Street, Richmond (the project).

The control in this document prevails over any contrary or inconsistent provision in the planning scheme.

2.0 PURPOSE

The purpose of the control in Clause 5.0 is to allow the development of land described in Clause 3.0 of this document for the purposes of the project.

3.0 LAND

The control in this document applies to land at 462 – 482 Swan Street, Richmond that is affected by the Specific Controls Overlay (SCO13) as shown on Planning Scheme Map 9SCO in the planning scheme and identified in Figure 1 below.



4.0 EXEMPTION FROM PLANNING SCHEME REQUIREMENTS

Despite any provision to the contrary or any inconsistent provision in the planning scheme, no planning permit is required for, and no planning provision in the planning scheme operates to prohibit, restrict or regulate the use and development of land for the purposes of the project as described in Clauses 5.0 and 6.0 of this document.

5.0 THIS DOCUMENT ALLOWS

Attachment 2 - PLN20/0006 - 462 - 482 Swan Street, Richmond - Minister for Planning letter advising of proposed planning scheme amendment

The Incorporated Document allows for the development of a thirteen (13) storey mixed use development consisting 2 storey basement car park, one storey of plant, ground floor retail and food and drink premises, and upper floors of office floorspace, a ground level public pedestrian thoroughfare linking Swan Street with a pedestrian walkway adjacent to Burnley Station, generally in accordance with the following 'Incorporated plans' but modified to include changes, or be authored, as required under Clause 6.0 of this Incorporated Document:

- DA1001 – DA1016 (Rev C), Architectus, 16 April 2020
- DA2001 – DA2013 (Rev C), Architectus, 16 April 2020
- DA2101 – DA2105 (Rev B), Architectus, 16 April 2020
- Materials Schedule P142-143
- Façade Strategy and Materials and Finishes Plan (as per Clause 6.2)
- Landscape Plan, TLC, April 2020 (modified as per Clause 6.5)
- Sustainable/Sustainability Management Plan, Floth, 16 April 2020 (modified as per Clause 6.9)
- Green Travel Plan, Impact, 16 April 2020 (modified as per Clause 6.12)
- Waste Management Plan, WSP, May 2020 (modified as per Clause 6.14)
- Acoustic Report, Floth, 17 April 2020 (modified as per Clause 6.17)
- Acoustic Report supplementary (as per Clauses 6.19 and 6.20)
- Wind Tunnel Report, MEL Consultants, 17 April 2020 (modified as per Clause 6.21)
- Car Park Management Plan (as per Clause 6.23)
- Design Detail Plan (as per Clause 6.29)
- VicTrack Landscape Zone and Pedestrian Path plans (as per Clause 6.30)
- Infrastructure and Streetscape Masterplan (as per Clause 6.32)
- Section 173 Agreement - widening of Swan and Burnley Streets and the land to the south (as per Clause 6.34)
- Section 173 Agreement – affordable commercial space (as per Clause 6.36)
- Road Safety Audit, post-development Road Safety Audit, and detailed plans for Transport for Victoria (Clauses 6.38 - 6.56)

And including any amendment of the plans that may be approved from time to time under the requirements of this document. Once approved, these plans will be the endorsed plans.

6.0 THE FOLLOWING REQUIREMENTS APPLY TO THIS DOCUMENT:

6.1. Amended plans

Before the development commences, amended plans to the satisfaction of the responsible authority must be submitted to and approved by the responsible authority. When approved, the plans will be endorsed and will then form part of this Incorporated Document. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be generally in accordance with DA1001 –DA1016 (Rev C), DA2001 –DA2013 (Rev C) and DA2101-DA2105 (Rev B) and Materials Schedule P142-143 prepared by Architectus, but modified to show:

Signage

(a) A notation included on Drawing No. DA2101 indicating the proposed signage is not illuminated.

Built Form

(b) At level 11 the eastern façade setback a minimum 6.23 metres from the eastern boundary for the section from 1 metre south of Gridline 3 to the southern façade as generally depicted in sketch plans submitted by Human Habitats 5 June 2020;

(c) At level 11, the south roof zone reconfigured to a landscaped terrace as generally depicted in sketch plans submitted by Human Habitats 5 June 2020;

(d) At level 10, the west façade setback to a minimum 13.5 metres for the entire west elevation south of where the building currently indents to 10.97 metres;

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(e) At level 10, the southern façade setback to 11.322 metres, west of Gridline E, as generally depicted in sketch plans submitted by Human Habitats 5 June2020;
(f) Level 11 setback in accordance with Clause 6.1(d) and 6.1(e).
(g) The south-western Level 11 terrace relocated to Level 10, in the area created by Clause 6.1(d) and 6.1(e).
(h) The building parapet around the roof top plant and the roof top plant level to be lowered in height and integrated into the design of the building to minimise visibility and reduce overshadowing to the Burnley Station.
(i) An updated 3D model of the development and its surrounds in conformity with the Department of Environment, Water, Land and Planning Infrastructure Advisory Note –3D Digital Modelling.
(j) The design expression east of the primary north-south entrance in Swan Street to be revised for each of the podium levels to better reflect the character of the area and to provide improved fenestration and materiality;
(k) The design expression of the Burnley Street zone south of the projecting corner to be revised for each of the podium levels to better reflect the character of the area and to provide improved fenestration and materiality.
(l) The southern setback of the upper levels of the development to be further setback, or lowered in height, to further reduce the extent of overshadowing experienced to the southern Burnley Station platform.
(m) Further resolution of the proposed canopy to ensure there is no conflict with future street tree planting and incorporate a minimum 750mm setback from the Swan Street kerb.
(n) The canopy to Burnley Street to be setback a minimum 750mm setback from the Burnley Street kerb.
(o) The detailed design of the retail spaces, with individual tenancies shown, areas provided and uses identified.

Car Parking and Services(p)

(p) Electric vehicle charging infrastructure for at least 5% of vehicle spaces clearly shown, with the car spaces marked.
(q) A notation indicating that the car parking area will be electrically wired to be 'EV ready.'
(r) Rainwater tank to have a capacity of 90,000 litres.
(s) Details of the size and location of the proposed solar PV array, demonstrated to be adequately screened from view.
(t) Visibility sight line triangles (corner splay) superimposed and dimensioned as required by clause 52.06-9: Design Standard 1.
(u) Floor to ceiling height clearances within the basement car park levels dimensioned as required by clause 52.06-9: Design Standard 1.
(v) Columns setbacks are to be designed in accordance with AS/NZS 2890.1:2004 with the column depths dimensioned on the plans or the parking spaces adjacent to columns be widened to allow car doors to be opened.
(w) A swept path diagram for B99 design vehicle and an oncoming B85 design vehicle at the corner of the basement car park levels.
(x) The canopies along the sites Burnley Street and Swan Street frontages to be setback a minimum 750mm from the kerb in accordance with the Building Regulations 2018.
(y) The car parking spaces numbered for identification.
(z) A minimum of 326 employee bicycle spaces within a secure and conveniently located compound and in accordance with the requirements of AS23890.3. The existing 282 employee spaces are to remain within the end of trip area with no more than two secure compounds provided.
(aa) Relocation of the four existing bicycle hoops where no streetscape improvements (street trees, seating) is proposed.
(bb) One additional visitor bicycle hoop provided on-site with a minimum eight visitor bicycle hoops provided on the northern side of the development.

Reports and Plans

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(cc) Any requirement of the endorsed Landscape Plan (Clause 6.5) (where relevant to show on plans).
(dd) Any requirement of the endorsed Sustainable Management Plan (Clause 6.9) (where relevant to show on plans).
(ee) Any requirement of the endorsed Waste Management Plan (Clause 6.14) (where relevant to show on plans).
(ff) Any requirement of the endorsed Wind Tunnel Report (Clause 6.21) (where relevant to show on plans).
(gg) Any requirement of Transport for Victoria (Clauses 6.38 –6.56)(where relevant to show on plans).

6.2. **Façade Strategy**

In conjunction with the submission of development plans under Clause 6.1, a Façade Strategy and Materials and Finishes Plan to the satisfaction of the responsible authority must be submitted to and be approved by the responsible authority. When approved, the Façade Strategy and Materials and Finishes Plan will be endorsed and will then form part of this Incorporated Document. This must detail:

(a) elevations at a scale of 1:20 illustrating typical podium details for all podium types, entries and doors, utilities (services to Swan Street) and tower facade details (in particular the detailing of 'FT01a', 'FT01b' and other glazing types used within the development);
(b) section drawings to demonstrate façade systems, including fixing details and joints between materials or changes in form;
(c) information about how the façade will be maintained, including any vegetation;
(d) a sample board and coloured renders outlining colours, materials and finishes including the following:
    i. details of the proposed material 'FT08' outlining all areas it is to be applied and ensuring it provides warmth and depth to the overall façade.
    ii. details of the proposed permeability of 'FT03a' allowing adequate transparency and visual connection to the end of trip facilities;
    iii. Details of the plant level and any screening, ensuring it is integrated with the design of the building.
    iv. Glazing materials used on all external walls must be of a type that does not reflect more than 20% of visible light, when measured at an angle of 90 degrees to the glass surface(e)
(e) The strategy must illustrate the legibility of the proposal from short and distant views, including the extent of podium treatment, façade pattern, colours and ability to provide richness, saturation and depth. This can be provided through montages from various vantage points and/or built model.

6.3. The development as shown on the endorsed plans must not be altered (unless the Yarra Planning Scheme specifies that a permit is not required) without the prior written consent of the responsible authority.

6.4. As part of the ongoing progress and development of the site, Architectus or an architectural firm to the satisfaction of the responsible authority must be engaged to:
(a) oversee design and construction of the development; and
(b) ensure the design quality and appearance of the development is realised as shown on the endorsed plans or otherwise to the satisfaction of the responsible authority.

6.5. **Landscape plan**

Before the development commences, an amended Landscape Plan to the satisfaction of the responsible authority must be submitted to and approved by the responsible authority. When approved, the amended Landscape Plan will be endorsed and will form part of the incorporated plans under this document. The amended Landscape Plan must be generally in accordance with the Landscape Plan prepared by TLC and dated April 2020, but modified to include (or show):

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(a) The six London Plane trees to be replaced with *Lagerstroemia indica.*
(b) Further resolution of the proposed canopy to ensure there is no conflict with future street tree planting, with advice provided by a suitably qualified arborist/landscape architect demonstrating any proposed canopy will not impact the long-term viability of the proposed street trees on Swan Street.
(c) The four street trees proposed along Burnley Street to be modified to be all Japanese Zelkova 'Green Vase'.
(d) Details of tree guards and treatments for the proposed street trees, in accordance with Yarra standard details.
(e) Details of soil volumes for all garden beds provided.
(f) Consideration to passive irrigation or use of water captured by the subject site.
(g) A 600mm setback provided between the proposed raised planters with custom seating along Burnley Street and the kerb.
(h) Consistently show details of the form, size and furniture proposed around the edges of the planters.
(i) In respect of the Burnley Station landscaped terrace, the following details are to be provided:
    i. Proposed levels.
    ii. Materials of seating slabs.
    iii. Several sectional diagrams demonstrating the relationship between the terrace and Burnley Station pedestrian ramp.
(j) A detailed planting plan including a planting schedule that shows the quantities, pot sizes, mature heights, botanical and common names.
(k) A specification of works to be undertaken prior to planting.
(l) Maintenance schedules and notes, including how any plant failure will be managed, including for the façade planting.
(m) Details of the proposed methods for irrigation and drainage.
(n) All plants proposed confirmed to not be listed within DELWP *Advisory List of Environmental Weeds in Victoria*.
(o) Include any requirements where relevant in accordance with Clause 6.29.

6.6. Before the buildings are occupied, or by such later date as approved in writing by the responsible authority, the landscaping works shown on the endorsed Landscape Plan must be carried out and completed to the satisfaction of the responsible authority. The landscaping shown on the endorsed Landscape Plan must be maintained by:
(a) implementing and complying with the provisions, recommendations and requirements of the endorsed Landscape Plan;
(b) not using the areas set aside on the endorsed Landscape Plan for landscaping for any other purposed; and
(c) replacing any dead, diseased, dying or damaged plans,
to the satisfaction of the responsible authority.

6.7. Before the development commences, or by such later date as approved in writing by the responsible authority, the developer must make a one-off contribution of $4,149 to the responsible authority for the amenity value and removal cost of the street trees located in front of the site.

6.8. Before the building is occupied, or by such later date as approved in writing by the responsible authority, the six street trees must be installed within Swan Street and four street trees must be installed within Burnley Street:
(a) at the developer's cost; and
(b) in a location and manner,
to the satisfaction of the responsible authority.

6.9. **Sustainable management plan**
Before the development commences, an amended Sustainable Management Plan to the satisfaction of the responsible authority must be submitted to and approved by the responsible

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authority. When approved, the amended Sustainable Management Plan will be endorsed and form part of this Incorporated Document. The amended Sustainable Management Plan must be generally in accordance with the Sustainable Management Plan prepared by Floth dated 16 April 2020, but modified to include or show:

(a) the development to ensure a zero net carbon performance standard, as defined by the Green Building Council of Australia, forming part of a minimum 5 Star Green Star certified rating.
(b) A minimum 20% improvement above NCC 2019 standards and a completed JV3 energy report demonstrating the proposed energy performance standard.
(c) A commitment to electric vehicle charging infrastructure for at least 5% of vehicle spaces to be provided.
(d) The provision of 326 employee bicycle spaces.
(e) A daylight report be prepared using daylight modelling or GBCA Hand Calculation method demonstrating that at least 30% of NLA exceed a 2% daylight factor standard.
(f) Size and capacity of the proposed solar PV array.

6.10. The provisions, recommendations and requirements of the endorsed Sustainable Management Plan must be implemented and complied with to the satisfaction of the responsible authority.

6.11. Before the development is occupied, a report from the author of the Sustainable Management Plan, approved under this incorporated document, or similarly qualified person or company, must be submitted to the responsible authority. This report must be to the satisfaction of the responsible authority and must confirm all measures specified in the Sustainable Management Plan have been implemented in accordance with the approved plan.

Green Travel Plan

6.12. Before the development is occupied, an amended Green Travel Plan to the satisfaction of the responsible authority must be submitted to and approved by the responsible authority. When approved, the amended Green Travel Plan will be endorsed and will form part of this Incorporated Document. The amended Green Travel Plan must be generally in accordance with the Green Travel Plan prepared by Impact, dated 16 April 2020, but modified to include or show:

(a) Security arrangements to access the employee bicycle storage spaces;
(b) The types of lockers proposed within the change-room facilities, with at least 50% of lockers providing hanging storage space;
(c) Signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3; and
(d) The floor plans showing details of the bicycle parking and end of trip facilities.

6.13. The provisions, recommendations and requirements of the endorsed Green Travel Plan must be implemented and complied with to the satisfaction of the responsible authority.

Waste Management Plan

6.14. Before the development commences, an amended Waste Management Plan to the satisfaction of the responsible authority must be submitted to and approved by the responsible authority. When approved, the amended Waste Management Plan will be endorsed and will form part of this Incorporated Document. The amended Waste Management Plan must be generally in accordance with the Waste Management Plan prepared by WSP and dated May 2020, but modified to:

(a) Assess the proposal as amended under Clause 6.1.

6.15. The provisions, recommendations and requirements of the endorsed Waste Management Plan must be implemented and complied with to the satisfaction of the responsible authority.

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6.16. The collection of waste from the site must be by private collection, unless with the prior written consent of the responsible authority.

Acoustic Report

6.17. Before the development commences, an amended Acoustic Report to the satisfaction of the responsible authority must be submitted to and approved by the responsible authority. When approved, the amended Acoustic Report will be endorsed and will form part of this Incorporated Document. The amended Acoustic Report must be generally in accordance with the Acoustic Report prepared by Floth and dated 17 April 2020, but modified to include:

(a) The means by which the long-term averages for road traffic noise have been derived.

6.18. The provisions, recommendations and requirements of the endorsed Acoustic Report must be implemented and complied with to the satisfaction of the responsible authority.

6.19. Following the excavation of the basement and before the development commences (excluding any works required to secure the basement), an Acoustic Report (vibration) to the satisfaction of the responsible authority must be submitted to, and be approved by, the responsible authority. The Acoustic Report must be prepared by a suitably qualified acoustic engineer and must demonstrate:

(a) Remeasuring of the vibration once excavation of the site had been completed. The VDV is to be measured directly, or full details of the measurement results and conversion calculation to obtain the VDV is provided at that time. The VDV should be measured and/or calculated in accordance with the 2008 British Standard referenced by Floth.

When approved, the Acoustic Report will be endorsed and will then form part of this Incorporated Document.

6.20. Following completion of the development, and prior to its occupation, an Acoustic Report to the satisfaction of the responsible authority must be submitted to, and be approved by, the responsible authority. The Acoustic Report must be prepared by a suitably qualified acoustic engineer and must demonstrate:

(a) Compliance of the mechanical plant, car park entrance door and loading bay with both State Environment Protection Policy (Noise from Commerce, Industry and Trade) No. N-1 and sleep disturbance targets at existing dwellings.
(b) Compliance with any recommendations or requirements of the report referenced within Clause 6.19.

When approved, the Acoustic Report will be endorsed and will then form part of this Incorporated Document.

Wind Tunnel Report

6.21. Before the development commences, an amended Wind Tunnel Report to the satisfaction of the responsible authority must be submitted to and approved by the responsible authority. When approved, the amended Wind Tunnel Report will be endorsed and will form part of this Incorporated Document. The amended Wind Tunnel Report must be generally in accordance with the Wind Tunnel Report prepared by MEL Consultants, dated 17 April 2020, but modified to include (or show):

(a) Assess the proposal as amended pursuant to Clause 6.1.
(b) The northern, southern and western retail frontages achieving pedestrian comfort for stationary, long exposure activities.
(c) The bicycle arrival achieving pedestrian comfort for stationary, short exposure activities.
(d) The external terraces at Levels 1, 2 and 3 achieving pedestrian comfort for stationary, short exposure activities.

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(e) The external terraces at Levels 10 and 11 achieving pedestrian comfort for stationary, short exposure activities. Landscaping is not to be used as a wind mitigation measure.

6.22. The provisions, recommendations and requirements of the endorsed Wind Tunnel Report must be implemented and complied with to the satisfaction of the responsible authority.

Car parking

6.23. Before the development commences, a Car Park Management Plan to the satisfaction of the responsible authority must be submitted to and approved by the responsible authority. When approved, the Car Park Management Plan will be endorsed and will form part of this Incorporated Document. The Car Park Management Plan must address, but not be limited to, the following:

(a) the number of car parking spaces allocated to each tenancy and that each space is allocated;
(b) Numbering of car parking spaces;
(c) details of way-finding, cleaning and security of end of trip bicycle facilities;
(d) policing arrangements and formal agreements including the provision for the development entrance boom gate to remain open during the AM peak period;
(e) a schedule of all proposed signage including directional arrows and signage, informative signs indicating location of disabled bays and bicycle parking, exits, restrictions, pay parking system etc;
(f) the collection of waste and garbage in accordance with the Waste Management Plan required by Clause 6.14; and
(g) details regarding the management of loading and unloading of goods and materials.

6.24. The provisions, recommendations and requirements of the endorsed Car Park Management Plan must be implemented and complied with to the satisfaction of the responsible authority.

6.25. Before the building is occupied, or by such later date as approved in writing by the responsible authority, the area set aside on the endorsed plans for the car parking spaces, access lanes, driveways and associated works must be:

(a) constructed and available for use in accordance with the endorsed plans;
(b) formed to such levels and drained so that they can be used in accordance with the endorsed plans;
(c) treated with an all-weather seal or some other durable surface; and
(d) line-marked or provided with some adequate means of showing the car parking spaces;

to the satisfaction of the responsible authority.

6.26. Before the building is occupied, or by such later date as approved in writing by the responsible authority, a notice showing the location of car parking must be placed in a clearly visible position near the entry to the land. The notice must be maintained thereafter to the satisfaction of the responsible authority.

6.27. The loading and unloading of vehicles and the delivery of goods to and from the land must be conducted entirely within the land to the satisfaction of the responsible authority.

6.28. Except with the prior written consent of the responsible authority, the internal north-south connection between Swan Street and the land to the south must be open between 8am and 6pm on business days (excluding public holidays).

Design Detail Plan (widened footpaths and land to the south)

6.29. Within six months of the development commencing, the owner of the site must submit detailed engineering and landscaping documentation to the satisfaction of the responsible authority and approved by the responsible authority and at the full cost of the owner showing the following:

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(a) Provision of widened footpaths along Swan Street and Burnley Street, including land located on the subject site as identified within the Ground Floor plan prepared by Architectus, Drawing No. DA1003, Revision C.
(b) Provision of pedestrian path along the southern boundary entirely located on the subject site as identified within the Ground Floor plan prepared by Architectus, Drawing No. DA1003, Revision C.
(c) Provision of a ground floor landscape plan which includes the landscaping proposed in the public realm areas and those associated with the landscaped terrace to the south.
(d) The design detail plan is to provide details of the following:
    i. Integration with the Burnley Street Shared Zone, as proposed within the plan required pursuant to Clause 6.32.
    ii. Clear delineation of the site's title boundaries along Burnley Street through the use of brass discs or a similar type method;
    iii. The Swan Street footpath area outside of the subject site's title boundary are to be surfaced in asphalt as per Yarra standard drawings, unless otherwise agreed to by the responsible authority.
    iv. DDA compliant pram ramps (including TGSIs) shown at the Burnley St/Swan St intersection as per Yarra standard drawings.
    v. All existing street furniture on Swan Street to be upgraded and located in accordance with the City of Yarra Public Domain Manual and Yarra Standard Drawings.
    vi. Details of custom benches and raised planters to be provided with a 600mm setback provided from the Burnley Street kerb.
    vii. Provision of additional street litterbins on Burnley Street in accordance with City of Yarra Public Domain Manual / Yarra Standard Drawings.

VicTrack Landscaped Zone and Pedestrian Path

6.30. Within six months of the development commencing, the developer must submit detailed plans (inclusive of materials and landscaping) to the satisfaction of and approved by the responsible authority and VicTrack, showing:
(a) interface improvements for the footpath to the south (directly abutting the subject site's boundaries); and
(b) details of the proposed landscaped terrace;

6.31. Before the building is occupied, all works associated with the VicTrack pedestrian path and landscaped terrace detailed design plan as shown on the endorsed plans must be completed by the developer at their full cost to the satisfaction of the responsible authority and VicTrack and be maintained thereafter.

Infrastructure and Streetscape Masterplan

6.32. Within six months of the development commencing, the applicant must prepare an infrastructure and streetscape masterplan in conjunction with Council, Department of Infrastructure, VicTrack, Transport for Victoria and all relevant service authorities for capital improvements in the roads surrounding the development. The Plan must include, but is not limited to:
(a) the interface with the Burnley railway station.
(b) the mitigation works at the Burnley Street/Swan Street intersection.
(c) the improvement to the Burnley Street service road, including:
    i. the provision of a shared zone within Burnley Street (service road) where the street interfaces with the western boundary where not obstructed by the existing rail ramp.
    The design of the Burnley Street shared zone must provide details including civil works drawings, pavement widths, surface treatment, road infrastructure items, landscaping (where applicable) and drainage including the installation of any additional drainage pits and associated connecting drainage to the satisfaction of the responsible authority.

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(d) the streetscape along Swan Street. The extent and scope of the works must be clearly defined before approval is granted by Council. All traffic mitigation, road infrastructure and streetscape works shall be funded by the developer.

Timing of works

6.33. Before the building is occupied, all works to the public realm as required by Clauses 6.29, 6.30 and 6.32 must be fully constructed and completed by the owner at their full cost and to the satisfaction of the responsible authority.

Section 173 Agreement (widening of Swan and Burnley Streets and the land to the south)

6.34. Within six months of the commencement of works, the owner (or another person in anticipation of becoming the owner) must enter into an agreement with the responsible authority under section 173 of the Planning and Environment Act 1987, providing for the following:

(a) The Owner must provide unfettered 24-hour public access over that part of the land to be used for the widening of the Swan Street and Burnley Street footpaths and pedestrian footpath to the south (rail interface);
(b) The owner is responsible for maintaining at all times the areas that are private land open to the public described in Clause 6.34(a) at the cost of the owners of the site and to the satisfaction of the Yarra City Council;
(c) The owner(s) must obtain and maintain insurance, approved by Yarra City Council, for the public liability and indemnify Yarra City Council against all claims resulting from any damage, loss, death or injury in connection with the public accessing the land described in Clause 6.34(a).

6.35. The owner, or other person in anticipation of becoming the owner, must meet all of the expenses of the preparation and registration of the agreement, including the reasonable costs borne by the responsible authority.

Section 173 Agreement (Affordable Commercial Space)

6.36. Before the development is occupied, the owner (or another person in anticipation of becoming the owner) must enter into an agreement with the responsible authority under section 173 of the Planning and Environment Act 1987 which requires that the owner must facilitate the provision of affordable commercial space by:

(a) Providing 5% of the office floor area on-site as affordable office floor space which may include a co-working space/social enterprise space/office space for creative design tenant(s) available at a discount compared with market rent; or
(b) Making other arrangements for the provision of affordable commercial space as per Clause 6.36 (a) in respect of the same floor area, or an equivalent community benefit, such as the delivery of or investment in an Aboriginal Employment Program, to the satisfactory of the responsible authority.

6.37. The owner, or other person in anticipation of becoming the owner, must meet all of the expenses of the preparation and registration of the agreement, including the reasonable costs borne by the responsible authority.

Head, Transport for Victoria (Clauses 6.38 to 6.56)

6.38. Before the development commences (excluding demolition), or other time agreed to in writing with Head, Transport for Victoria, amended plans to the satisfaction of the Head, Transport for Victoria (TfV) must be submitted to and approved by the responsible authority. When approved, the plans will be endorsed and will then form part of the Incorporated Document. The plans must be drawn to scale with dimensions and three copies must be provided. These plans must be generally in accordance with the plans submitted to TfV with the application but are to be modified to show:

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(a) The installation of signs, line marking, splitter island and associated road works permitting only "left turn in" and left turn out" vehicular access from Swan Street unless otherwise recommend by the Road Safety Audit
(b) modification as required and/or removal of any existing car parking spaces, street tree/s and associated road works on the south side of Swan Street to accommodate the new vehicular access arrangement;
(c) retention of Metro Train bus replacement space in the Burnley Street underpass;
(d) tram shelter and associated works in an agree location on Swan Street;
(e) a landscaping plan and schedule;
(f) demonstrate compliance with air, light and fire requirements without reliance on railway land, and;
(g) any recommendations of the road safety audit, to the satisfaction of TfV.

6.39. Before the development commences (excluding demolition), unless otherwise agreed in writing with TfV, the developer must submit a formal road safety audit, (including a function layout plan) by a suitable qualified consultant, to the satisfaction of TfV and the responsible authority. The audit must include, but not limited to:
(a) the function and layout of the left in left out Swan Street access,
(b) pedestrian, cycle and vehicle access/egress arrangements (including pedestrian crossings at/in vicinity of the intersection of Swan & Burnley Streets)
(c) loading arrangements,
(d) buildings and works within the public realm,
(e) internal circulation/layout,
(f) lighting and vegetation impact on adjoining roadway/s.

The findings of the audit must be incorporated into the development and at the developer's expense.

6.40. Unless otherwise agreed in writing with TfV within six (6) months of the occupation of the development the developer must submit a post development road safety audit, to the satisfaction of TfV, demonstrating that all works associated with the approved road safety audit have been tested and any reasonable alterations required are completed to the full cost of the developer and to the satisfaction of TfV.

6.41. Before the Development commences, unless otherwise agreed in writing with the Head Transport for Victoria, the developer must submit detailed plans (inclusive of materials and landscaping) to the satisfaction of the Head, Transport for Victoria (TfV), Vic Track and the Rail Operator (RO) showing the development interface improvements for the footpath to the south (directly abutting the subject site's boundaries and extending along the frontage to the railway land and connecting to the Burnley Station ramps as appropriate) being 'public realm works' on railway land. The plans must:
(a) show lighting, landscaping, footpaths, bicycle parking, street furniture and associated infrastructure.
(b) meet Rail Operator specifications and standards.
(c) demonstrate that the works are compliant with the Disability Standard for Accessible Public Transport 2002.
(d) A construction control agreement must be in place between the developer and RO prior to commencement of the Public Ream Works on Railway Land.
(e) the Public Realm Works outlined in the plans must be completed by the developer at their full cost and to the satisfaction of TfV, VicTrack & the RO.

6.42. Prior to the commencement of work on site (excluding demolition) detailed construction / engineering plans and computations for construction works abutting railway land, railway operations, and railway infrastructure assets must be submitted and approved by VicTrack, TfV and the Rail Operator (RO). The Plans must detail all excavation design and controls of the site adjacent to the railway corridor. The Design Plans must ensure compliance regarding:

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(a) building clearances to aerial power lines as per the applicable Victorian Electrical Safety (Installations) Regulations;
(b) design loadings for the building include for:
    i. compliance with AS5100 Parts 1 and 2 for collision protection and impact loads from derailed trains,
    ii. compliance with AS1170 Part 4 -Earthquake Actions in Australia,
(c) working adjacent to overhead power to the satisfaction of the RO;
(d) demonstrate compliance with air, light and fire requirements without reliance on railway land; and
(e) demonstrates a design plan, and a maintenance and operations strategy for balconies and windows that will eliminate any risk of debris falling or being thrown onto railway land.

6.43. Unless otherwise agreed in writing with TfV, before the commencement of works (including demolition), a Construction Management Plan must be submitted to TfV and Vic Track for approval. The Construction Management Plan must designate operating hours and include details of (but not be limited to) management proposals and actions to protect Vic Track assets, rail infrastructure and the operation of the public transport network during construction and must set out objectives, performance and monitoring requirements to the satisfaction of Vic Track & TfV.

6.44. Unless otherwise agreed in writing with the TfV, before the commencement of works (including demolition), a Traffic Management Plan must be submitted to TfV which outlines how traffic will be managed throughout the construction of the development and mitigate impacts to public transport, including trains and trams. The Traffic Management Plan must be prepared and implemented to the satisfaction of TfV. All traffic management and mitigation costs will be at the full cost of the developer.

6.45. Unless otherwise agreed in writing with TfV, prior to construction commencing including demolition, a construction control and indemnity agreement as required by TfV must to be in place to the satisfaction of TfV at the full cost to the developer. Any costs required to review documents for the construction control and indemnity agreement must be met by the developer.

6.46. Unless otherwise agreed in writing with TfV, prior to the commencement of works (excluding demolition), developer must prepare a report, to the satisfaction of TfV & the RO, by a suitable qualified consultant, which demonstrates that all building materials (including glass / window treatments) visible from the rail corridor are non-reflective such that it will not adversely impact on rail operations and driver safety. The development must avoid using red, green or yellow colour schemes that may interfere with driver operations.

6.47. Unless otherwise agreed in writing with TfV and VicTrack, windows, doors and balconies must not be placed on the title boundary with Railway Land and no windows or doors are permitted to open beyond the Railway Land title boundary to the satisfaction of TfV and VicTrack.

6.48. Prior to the occupation of the development, all works outlined on the endorsed plans for the left in left out only access must be completed with associated signs, to the satisfaction of TfV at the full cost to the developer.

6.49. The boundary wall must be treated with a graffiti proof finish and any graffiti that appears on the wall must be removed as soon as practicable to the satisfaction of VicTrack and the Rail Operator. Removal of graffiti must be undertaken at no cost to VicTrack or the Rail Operator.

6.50. Unless otherwise agreed in writing, permanent or temporary soil anchors must not be installed on railway land.

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6.51. Prior to commencement of works, the Rail Operator must be contacted through the email address metrositeaccess@metrotrains.com.au to obtain the Rail Operator's conditions and safety requirements for works on, over or adjacent to railway land.

6.52. Any Rail Operator costs required to review documents or construction plan works within the rail environment must be met by the developer.

6.53. Any damage to public transport infrastructure as a consequence of the construction works must be rectified to the satisfaction of TfV, at the full cost of the developer.

6.54. The developer must take all reasonable steps to ensure that disruptions to train and tram operation are kept to a minimum during the construction of the development, and in compliance with the Rail and Tram Safety and Environmental requirements.

6.55. No lighting is to be erected that throws light onto the railway tracks or which interferes with the visibility of signals and the rail lines by train drivers, to the satisfaction of the Rail Operator.

6.56. No drainage, effluent, waste, soil or other materials must enter or be directed to railway land or stored or deposited on railway land.

Road Infrastructure

6.57. Before the building is occupied, or by such later date as approved in writing by the responsible authority, any new vehicle crossing must be constructed:

(a) in accordance with any requirements or conditions imposed by Council;
(b) Demonstrating satisfactory access into and out of the site with a vehicle ground clearance check using the B99 design vehicle, and be fully dimensioned with actual reduced levels (to three decimal places) as per Council's Vehicle Crossing Information Sheet;
(c) at the developer's cost; and
(d) to the satisfaction of the responsible authority.
(e) The edge of the vehicle crossing must comply with the minimum setback from the two electrical poles as required by the relevant power authority and Yarra Trams. If there is a requirement to relocate the poles, the developer must obtain the consent of the relevant power authority and Yarra Trams. All costs associated with the relocation will be at the developer's cost
(f) The vehicle crossing shall be constructed in accordance with Department of Infrastructure's and City of Yarra's requirements and specifications.

6.58. Before the building is occupied, or by such later date as approved in writing by the responsible authority, all building works and connections for underground utility services, the footpaths along the property's Swan Streets and Burnley Street (service road) frontages must be reconstructed (including kerb and channel):

(a) at the developer's cost; and
(b) to the satisfaction of the responsible authority.

6.59. Before the building is occupied, or by such later date as approved in writing by the responsible authority, the full width road pavement of the Burnley Street service road (from west kerb to east kerb line) from the southern limit of the development to Swan Street must be profiled and re-sheeted:

(a) at the developer's cost; and
(b) to the satisfaction of the responsible authority.

6.60. Before the building is occupied, or by such later date as approved in writing by the responsible authority, the half-width road pavement of Swan Street (from south kerb to tramway tracks) from the western limit of the development to the eastern limit of the development must be profiled and re-sheeted (including the reinstatement of all road markings):

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(a) at the developer's cost;
(b) to the satisfaction of any other relevant authority; and
(c) to the satisfaction of the responsible authority.

6.61. Before the building is occupied, or by such later date as approved in writing by the responsible authority, any isolated areas of road pavement failure as a consequence of construction traffic impacts must be reconstructed:

(a) at developer's cost;
(b) to the satisfaction of any other relevant authority; and
(c) to the satisfaction of the responsible authority.

6.62. Before the building is occupied, or by such later date as approved in writing by the responsible authority the relocation of any service poles, structures or pits necessary to facilitate the development must be undertaken:

(a) at the developer's cost; and
(b) to the satisfaction of the responsible authority.

6.63. Before the building is occupied, or by such later date as approved in writing by the responsible authority, any redundant vehicular crossing must be demolished and re-instated as standard footpath and kerb and channel:

(a) at the developer's cost; and
(b) to the satisfaction of the responsible authority.

6.64. Before the building is occupied, or by such later date as approved in writing by the responsible authority, the removal of any kerbside parking sensors and any reinstatement of parking sensors will require the developer to pay Council the cost of each parking sensor taken out from the kerb/footpath/roadway. Any costs associated with the reinstatement of road infrastructure due to the removal of the parking sensors must also be borne by the developer.

6.65. Before the building is occupied, or by such later date as approved in writing by the responsible authority, the four bike hoops located on Burnley Street must be re-located within the site's frontages:

(a) at the developer's cost; and
(b) in a location and manner, to the satisfaction of the responsible authority.

Lighting

6.66. Before the building is occupied, or by such later date as approved in writing by the responsible authority, a public lighting design scheme along the development's road frontages (including along the pedestrian link to Burnley Train Station) demonstrating adequate lighting levels for pedestrians as per Australian Standard requirements must be submitted to and approved by the responsible authority. Notations must confirm that the lighting scheme has been approved by CitiPower and all lighting infrastructure and hardware will be funded by the developer.

6.67. Before the building is occupied, or by such later date as approved in writing by the responsible authority, external lighting capable of illuminating access to the pedestrian and vehicular entrances must be provided on the subject site. Lighting must be:

(a) located;
(b) directed;
(c) shielded; and
(d) of limited intensity to the satisfaction of the responsible authority.

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General

6.68. The amenity of the area must not be detrimentally affected by the use or development, including through:

(a) the transport of materials, goods or commodities to or from land;
(b) the appearance of any buildings, works or materials;
(c) the emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil, or
(d) the presence of vermin

to the satisfaction of the responsible authority.

6.69. Except with the prior written consent of the responsible authority, delivery and collection of goods to and from the land may only occur between 7am and 10pm on any day.

6.70. Finished floor levels shown on the endorsed plans must not be altered or modified without the prior written consent of the responsible authority.

6.71. Before the building is occupied, any wall located on a boundary facing public property must be treated with a graffiti proof finish to the satisfaction of the responsible authority.

6.72. The development must comply at all times with the State Environment Protection Policy – Control of Noise from Commerce, Industry and Trade (SEPP N-1).

6.73. The uses must comply at all times with the State Environment Protection Policy –Control of Music Noise from Public Premises (SEPP N-2).

6.74. Before the building is occupied, or by such later date as approved in writing by the responsible authority, all new on-boundary walls must be cleaned and finished to the satisfaction of the responsible authority.

6.75. All buildings and works must be maintained in good order and appearance to the satisfaction of the responsible authority.

6.76. All pipes, fixtures, fittings and vents servicing any building on the land must be concealed in service ducts or otherwise hidden from view to the satisfaction of the responsible authority.

6.77. Except with the prior written consent of the responsible authority, demolition or construction works must not be carried out:

(a) Monday-Friday (excluding public holidays) before 7 am or after 6 pm;
(b) Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday) before 9 am or after 3 pm; or
(c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.

Construction Management Plan

6.78. Before the development commences, a Construction Management Plan to the satisfaction of the responsible authority must be submitted to and approved by the responsible authority. When approved, the plan will be endorsed and will form part of this Incorporated Document. The plan must provide for:

(a) a pre-conditions survey (dilapidation report) of the land and all adjacent Council roads frontages and nearby road infrastructure;
(b) works necessary to protect road and other infrastructure;
(c) remediation of any damage to road and other infrastructure;
(d) containment of dust, dirt and mud within the land and method and frequency of clean up procedures to prevent the accumulation of dust, dirt and mud outside the land;
(e) facilities for vehicle washing, which must be located on the land;

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(f) the location of loading zones, site sheds, materials, cranes and crane/hoisting zones, gantries and any other construction related items or equipment to be located in any street;
(g) site security;
(h) management of any environmental hazards including, but not limited to:
    i. contaminated soil;
    ii. materials and waste;
    iii. dust;
    iv. stormwater contamination from run-off and wash-waters;
    v. sediment from the land on roads;
    vi. washing of concrete trucks and other vehicles and machinery; and
    vii. spillage from refuelling cranes and other vehicles and machinery;
(i) the construction program;
(j) preferred arrangements for trucks delivering to the land, including delivery and unloading points and expected duration and frequency;
(k) parking facilities for construction workers;
(l) measures to ensure that all work on the land will be carried out in accordance with the Construction Management Plan;
(m) an outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services;
(n) an emergency contact that is available for 24 hours per day for residents and the responsible authority in the event of relevant queries or problems experienced;
(o) the provision of a traffic management plan to comply with provisions of AS 1742.3-2002 Manual of uniform traffic control devices -Part 3: Traffic control devices for works on roads;
(p) a Noise and Vibration Management Plan showing methods to minimise noise and vibration impacts on nearby properties and to demonstrate compliance with Noise Control Guideline 12 for Construction (Publication 1254) as issued by the Environment Protection Authority in October 2008. The Noise and Vibration Management Plan must be prepared to the satisfaction of the responsible authority. In preparing the Noise and Vibration Management Plan, consideration must be given to:
    i. using lower noise work practice and equipment;
    ii. the suitability of the land for the use of an electric crane;
    iii. silencing all mechanical plant by the best practical means using current technology;
    iv. fitting pneumatic tools with an effective silencer;
    v. other relevant considerations; and
(q) any site-specific requirements.

During the construction:
(r) any stormwater discharged into the stormwater drainage system must comply with Environment Protection Authority guidelines;
(s) stormwater drainage system protection measures must be installed as required to ensure that no solid waste, sediment, sand, soil, clay or stones from the land enters the stormwater drainage system;
(t) vehicle borne material must not accumulate on the roads abutting the land;(u)
(u) the cleaning of machinery and equipment must take place on the land and not on adjacent footpaths or roads; and(v)
(v) all litter (including items such as cement bags, food packaging and plastic strapping) must be disposed of responsibly.

Notes:

- The site is located within an Environmental Audit Overlay. Under Clause 45.03 of the Yarra Planning Scheme, the requirements of the Environmental Audit Overlay must be met prior to the commencement of development permitted under the Incorporated Document.
- A building permit may be required before development is commenced. Please contact Council's Building Services on 9205 5555 to confirm.
- A vehicle crossing permit is required for the construction of the vehicle crossing(s). Please contact Council's Construction Management Branch on 9205 5555 for further information.

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- Provision must be made for drainage of the site to a legal point of discharge. Please contact Council's Building Services on 9205 5555 for further information.
- Areas must be provided inside the property line and adjacent to the footpath to accommodate pits and meters. No private pits, valves or meters on Council property will be accepted.
- All future employees within the development approved under this Incorporated Document will not be permitted to obtain business parking permits.
- A local law permit (e.g. Asset Protection Permit, Road Occupation Permit) may be required before development is commenced. Please contact Council's Construction Management Branch on Ph. 9205 5555 to confirm.
- The applicant must apply for a Legal Point of Discharge under Regulation 133 –Stormwater Drainage of the Building Regulations 2018 from Yarra Building Services unit. Any storm water drainage within the property must be provided and be connected to the nearest Council pit of adequate depth and capacity (legal point of discharge), or to Council's satisfaction under Section 200 of the Local Government Act 1989 and Regulation 133.
- Any services poles, structures or pits that interfere with the proposal must be adjusted, removed or relocated at the owner's expense after seeking approval from the relevant authority.
- Areas must be provided inside the property line and adjacent to the footpath to accommodate pits and meters. No private pits, valves or meters on Council property will be accepted.
- Except with the prior written consent of the responsible authority, Council assets must not be altered in any way.
- No parking restriction signs or line-marked on-street parking bays are to be removed, adjusted, changed or relocated without approval or authorisation from Council's Parking Management unit and Construction Management branch. Any on-street parking reinstated (signs and line markings) as a result of development works must be approved by Council's Parking Management unit.
- Only roof runoff, surface water and clean groundwater seepage from above the water table can be discharged into Council drains.
- Council will not permit clean groundwater from below the groundwater table to be discharged into Council's drainage system. Basements that extend into the groundwater table must be waterproofed/tanked.
- The developer needs to ensure that the building has adequate clearances from overhead power cables, transformers, substations or any other electrical assets where applicable. Energy Safe Victoria has published an information brochure, *Building design near powerlines*, which can be obtained from their website: http://www.esv.vic.gov.au/About-ESV/Reports-and-publications/Brochures-stickers-and-DVDs

7.0 DEVELOPMENT TIME LIMIT

Notwithstanding other provisions of these requirements, the development permitted by this Incorporated Document will expire if one of the following circumstances applies:

- The development is not started within one year of the date of the gazettal of amendment C282yara to the Yarra Planning Scheme.
- If a new development proposal is applied for.

The Minister for Planning may extend the periods referred to if a request is made in writing before these controls expire or within 6 months afterwards.

Attachment 3 - IDAC Agenda June 1 2020 conditions compared with Clause 6.0 of proposed Incorporated Document

Original IDAC report version	Proposed Schedule 13 to Clause 45.12 (Specific Controls Overlay)	Any changes?
1. Before the development commences, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of this permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be generally in accordance with DA1001 – DA1016 (Rev C), DA2001 – DA2013 (Rev C) and DA2101-DA2105 (Rev B) and Materials Schedule P142-143 prepared by Architectus, but modified to show:	6.1 Before the development commences, amended plans to the satisfaction of the responsible authority must be submitted to and approved by the responsible authority. When approved, the plans will be endorsed and will then form part of this Incorporated Document. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be generally in accordance with DA1001 –DA1016 (Rev C), DA2001 –DA2013 (Rev C) and DA2101-DA2105 (Rev B) and Materials Schedule P142-143 prepared by Architectus, but modified to show:	Condition '1' modified to clause '6.1.' Reference to 'permit' has been modified to 'incorporated document'
Signage (a) A notation included on Drawing No. DA2101 indicating the proposed signage is not illuminated.	Signage (a) A notation included on Drawing No. DA2101 indicating the proposed signage is not illuminated.	
Built Form (b) At level 11 the eastern façade setback a minimum 6.23 metres from the eastern boundary for the section from 1 metre south of Gridline 3 to the southern façade as generally depicted in sketch plans submitted by Human Habitats 5 June 2020;	Built Form (b) At level 11 the eastern façade setback a minimum 6.23 metres from the eastern boundary for the section from 1 metre south of Gridline 3 to the southern façade as generally depicted in sketch plans submitted by Human Habitats 5 June 2020;	
(c) At level 11, the south roof zone reconfigured to a landscaped terrace as generally depicted in sketch plans submitted by Human Habitats 5 June 2020;	(c) At level 11, the south roof zone reconfigured to a landscaped terrace as generally depicted in sketch plans submitted by Human Habitats 5 June 2020;	
(d) At level 10, the west façade setback to a minimum 13.5 metres for the entire west elevation south of where the building currently indents to 10.97 metres;	(d) At level 10, the west façade setback to a minimum 13.5 metres for the entire west elevation south of where the building currently indents to 10.97 metres;	
(e) At level 10, the southern façade setback to 11.322 metres, west of Gridline E, as generally depicted in sketch plans submitted by Human Habitats 5 June 2020;	(e) At level 10, the southern façade setback to 11.322 metres, west of Gridline E, as generally depicted in sketch plans submitted by Human Habitats 5 June2020;	
(f) Level 11 setback in accordance with the requirements of Condition 1(d) and 1(e).	(f) Level 11 setback in accordance with Clause 6.1(d) and 6.1(e).	Reference to 'conditions' replaced

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		with reference to 'clauses.'
(g) The south-western Level 11 terrace relocated to Level 10, in the area created by Condition 1(d) and 1(e).	(g) The south-western Level 11 terrace relocated to Level 10, in the area created by Clause 6.1(d) and 6.1(e).	Reference to 'conditions' replaced with reference to 'clauses.'
(h) The building parapet around the roof top plant and the roof top plant level to be lowered in height and integrated into the design of the building to minimise visibility and reduce overshadowing to the Burnley Station.	(h) The building parapet around the roof top plant and the roof top plant level to be lowered in height and integrated into the design of the building to minimise visibility and reduce overshadowing to the Burnley Station.	
(i) An updated 3D model of the development and its surrounds in conformity with the Department of Environment, Water, Land and Planning Infrastructure Advisory Note – 3D Digital Modelling.	(i) An updated 3D model of the development and its surrounds in conformity with the Department of Environment, Water, Land and Planning Infrastructure Advisory Note –3D Digital Modelling.	
(j) The design expression east of the primary north-south entrance in Swan Street to be revised for each of the podium levels to better reflect the character of the area and to provide improved fenestration and materiality;	(j) The design expression east of the primary north-south entrance in Swan Street to be revised for each of the podium levels to better reflect the character of the area and to provide improved fenestration and materiality;	
(k) The design expression of the Burnley Street zone south of the projecting corner to be revised for each of the podium levels to better reflect the character of the area and to provide improved fenestration and materiality.	(k) The design expression of the Burnley Street zone south of the projecting corner to be revised for each of the podium levels to better reflect the character of the area and to provide improved fenestration and materiality.	
(l) The southern setback of the upper levels of the development to be further setback, or lowered in height, to further reduce the extent of overshadowing experienced to the southern Burnley Station platform.	(l) The southern setback of the upper levels of the development to be further setback, or lowered in height, to further reduce the extent of overshadowing experienced to the southern Burnley Station platform.	
(m) Further resolution of the proposed canopy to ensure there is no conflict with future street tree planting and incorporate a minimum 750mm setback from the Swan Street kerb.	(m) Further resolution of the proposed canopy to ensure there is no conflict with future street tree planting and incorporate a minimum 750mm setback from the Swan Street kerb.	
(n) The canopy to Burnley Street to be setback a minimum 750mm setback from the Burnley Street kerb.	(n) The canopy to Burnley Street to be setback a minimum 750mm setback from the Burnley Street kerb.	

Attachment 3 - IDAC Agenda June 1 2020 conditions compared with Clause 6.0 of proposed Incorporated Document

(o) The detailed design of the retail spaces, with individual tenancies shown, areas provided and uses identified.	(o) The detailed design of the retail spaces, with individual tenancies shown, areas provided and uses identified.	
Car Parking and Services (p) Electric vehicle charging infrastructure for at least 5% of vehicle spaces clearly shown, with the car spaces marked.	Car Parking and Services(p) (p) Electric vehicle charging infrastructure for at least 5% of vehicle spaces clearly shown, with the car spaces marked.	A 'P' has been included at the end of the heading. Inconsequential formatting error.
(q) A notation indicating that the car parking area will be electrically wired to be 'EV ready.'	(q) A notation indicating that the car parking area will be electrically wired to be 'EV ready.'	
(r) Rainwater tank to have a capacity of 90,000 litres.	(r) Rainwater tank to have a capacity of 90,000 litres.	
(s) Details of the size and location of the proposed solar PV array, demonstrated to be adequately screened from view.	(s) Details of the size and location of the proposed solar PV array, demonstrated to be adequately screened from view.	
(t) Visibility sight line triangles (corner splay) superimposed and dimensioned as required by clause 52.06-9: Design Standard 1.	(t) Visibility sight line triangles (corner splay) superimposed and dimensioned as required by clause 52.06-9: Design Standard 1.	
(u) Floor to ceiling height clearances within the basement car park levels dimensioned as required by clause 52.06-9: Design Standard 1.	(u) Floor to ceiling height clearances within the basement car park levels dimensioned as required by clause 52.06-9: Design Standard 1.	
(v) Columns setbacks are to be designed in accordance with AS/NZS 2890.1:2004 with the column depths dimensioned on the plans or the parking spaces adjacent to columns be widened to allow car doors to be opened.	(v) Columns setbacks are to be designed in accordance with AS/NZS 2890.1:2004 with the column depths dimensioned on the plans or the parking spaces adjacent to columns be widened to allow car doors to be opened.	
(w) A swept path diagram for B99 design vehicle and an oncoming B85 design vehicle at the corner of the basement car park levels.	(w) A swept path diagram for B99 design vehicle and an oncoming B85 design vehicle at the corner of the basement car park levels.	

Attachment 3 - IDAC Agenda June 1 2020 conditions compared with Clause 6.0 of proposed Incorporated Document

(x) The canopies along the sites Burnley Street and Swan Street frontages to be setback a minimum 750mm from the kerb in accordance with the *Building Regulations 2018*.	(x) The canopies along the sites Burnley Street and Swan Street frontages to be setback a minimum 750mm from the kerb in accordance with the Building Regulations 2018.	
(y) The car parking spaces numbered for identification.	(y) The car parking spaces numbered for identification.	
(z) A minimum of 326 employee bicycle spaces within a secure and conveniently located compound and in accordance with the requirements of AS23890.3. The existing 282 employee spaces are to remain within the end of trip area with no more than two secure compounds provided.	(z) A minimum of 326 employee bicycle spaces within a secure and conveniently located compound and in accordance with the requirements of AS23890.3. The existing 282 employee spaces are to remain within the end of trip area with no more than two secure compounds provided.	
(aa) Relocation of the four existing bicycle hoops where no streetscape improvements (street trees, seating) is proposed.	(aa) Relocation of the four existing bicycle hoops where no streetscape improvements (street trees, seating) is proposed.	
(bb) One additional visitor bicycle hoop provided on-site with a minimum eight visitor bicycle hoops provided on the northern side of the development.	(bb) One additional visitor bicycle hoop provided on-site with a minimum eight visitor bicycle hoops provided on the northern side of the development.	
Reports and Plans (cc) Any requirement of the endorsed Landscape Plan (condition 5) (where relevant to show on plans).	Reports and Plans (cc) Any requirement of the endorsed Landscape Plan (Clause 6.5) (where relevant to show on plans).	Reference to 'conditions' replaced with reference to 'clauses.'
(dd) Any requirement of the endorsed Sustainable Management Plan (condition 9) (where relevant to show on plans).	(dd) Any requirement of the endorsed Sustainable Management Plan (Clause 6.9) (where relevant to show on plans).	Reference to 'conditions' replaced with reference to 'clauses.'
(ee) Any requirement of the endorsed Waste Management Plan (condition 14) (where relevant to show on plans).	(ee) Any requirement of the endorsed Waste Management Plan (Clause 6.14) (where relevant to show on plans).	Reference to 'conditions' replaced with reference to 'clauses.'
(ff) Any requirement of the endorsed Wind Assessment Report (condition 21) (where relevant to show on plans).	(ff) Any requirement of the endorsed Wind Tunnel Report (Clause 6.21) (where relevant to show on plans).	Reference to 'Wind Assessment Report' replaced with 'Wind Tunnel Report.'

Attachment 3 - IDAC Agenda June 1 2020 conditions compared with Clause 6.0 of proposed Incorporated Document

		Reference to 'conditions' replaced with reference to 'clauses.'
(gg) Any requirement of ~~the~~ Transport for Victoria ~~conditions~~ (conditions 38 – 56) (where relevant to show on plans).	(gg) Any requirement of Transport for Victoria (Clauses 6.38 – 6.56)(where relevant to show on plans).	Minor inconsequential rewording. Reference to 'conditions' replaced with reference to 'clauses.'
Façade Strategy 2. In conjunction with the submission of development plans under Condition 1, a Façade Strategy and Materials and Finishes Plan to the satisfaction of the Responsible Authority must be submitted to and be approved by the Responsible Authority. When approved, the Façade Strategy and Materials and Finishes Plan will be endorsed and will then form part of this permit. This must detail:	**6.2. Façade Strategy** In conjunction with the submission of development plans under Clause 6.1, a Façade Strategy and Materials and Finishes Plan to the satisfaction of the responsible authority must be submitted to and be approved by the responsible authority. When approved, the Façade Strategy and Materials and Finishes Plan will be endorsed and will then form part of this Incorporated Document. This must detail:	Condition '2' modified to clause '6.2.' Reference to 'permit' has been modified to 'incorporated document'
(a) elevations at a scale of 1:20 illustrating typical podium details for all podium types, entries and doors, utilities (services to Swan Street) and tower facade details (in particular the detailing of 'FT01a', 'FT01b' and other glazing types used within the development);	(a) elevations at a scale of 1:20 illustrating typical podium details for all podium types, entries and doors, utilities (services to Swan Street) and tower facade details (in particular the detailing of 'FT01a', 'FT01b' and other glazing types used within the development);	
(b) section drawings to demonstrate façade systems, including fixing details and joints between materials or changes in form;	(b) section drawings to demonstrate façade systems, including fixing details and joints between materials or changes in form;	
(c) information about how the façade will be maintained, including any vegetation;	(c) information about how the façade will be maintained, including any vegetation;	
(d) a sample board and coloured renders outlining colours, materials and finishes including the following:	(d) a sample board and coloured renders outlining colours, materials and finishes including the following:	

Attachment 3 - IDAC Agenda June 1 2020 conditions compared with Clause 6.0 of proposed Incorporated Document

(i) details of the proposed material 'FT08' outlining all areas it is to be applied and ensuring it provides warmth and depth to the overall façade. (ii) details of the proposed permeability of 'FT03a' allowing adequate transparency and visual connection to the end of trip facilities; (iii) Details of the plant level and any screening, ensuring it is integrated with the design of the building. (iv) Glazing materials used on all external walls must be of a type that does not reflect more than 20% of visible light, when measured at an angle of 90 degrees to the glass surface	i. details of the proposed material 'FT08' outlining all areas it is to be applied and ensuring it provides warmth and depth to the overall façade. ii. details of the proposed permeability of 'FT03a' allowing adequate transparency and visual connection to the end of trip facilities; iii. Details of the plant level and any screening, ensuring it is integrated with the design of the building. iv. Glazing materials used on all external walls must be of a type that does not reflect more than 20% of visible light, when measured at an angle of 90 degrees to the glass surface(e)	An 'E' has been included at the end of the heading. Inconsequential formatting error.
(e) The strategy must illustrate the legibility of the proposal from short and distant views, including the extent of podium treatment, façade pattern, colours and ability to provide richness, saturation and depth. This can be provided through montages from various vantage points and/or built model.	(e) The strategy must illustrate the legibility of the proposal from short and distant views, including the extent of podium treatment, façade pattern, colours and ability to provide richness, saturation and depth. This can be provided through montages from various vantage points and/or built model.	
3. The development as shown on the endorsed plans must not be altered (unless the Yarra Planning Scheme specifies that a permit is not required) without the prior written consent of the Responsible Authority.	6.3. The development as shown on the endorsed plans must not be altered (unless the Yarra Planning Scheme specifies that a permit is not required) without the prior written consent of the responsible authority.	Condition '3' modified to clause '6.3.'
4. As part of the ongoing progress and development of the site, Architectus or an architectural firm to the satisfaction of the Responsible Authority must be engaged to: (a) oversee design and construction of the development; and (b) ensure the design quality and appearance of the development is realised as shown in the endorsed plans or otherwise to the satisfaction of the Responsible Authority.	6.4 As part of the ongoing progress and development of the site, Architectus or an architectural firm to the satisfaction of the responsible authority must be engaged to: (a) oversee design and construction of the development; and (b) ensure the design quality and appearance of the development is realised as shown on the endorsed plans or otherwise to the satisfaction of the responsible authority.	Condition '4' modified to clause '6.4.'

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Landscape Plan 5. Before the development commences, an amended Landscape Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Landscape Plan will be endorsed and will form part of this permit. The amended Landscape Plan must be generally in accordance with the Landscape Plans prepared by TLC and dated April 2020, but modified to include (or show):	**6.5. Landscape plan** Before the development commences, an amended Landscape Plan to the satisfaction of the responsible authority must be submitted to and approved by the responsible authority. When approved, the amended Landscape Plan will be endorsed and will form part of the incorporated plans under this document. The amended Landscape Plan must be generally in accordance with the Landscape Plan prepared by TLC and dated April 2020, but modified to include (or show):	Condition '5' modified to clause '6.5.' Reference to 'permit' has been modified to 'incorporated document'
(a) The six London Plane trees to be replaced with *Lagerstroemia indica.*'	(a) The six London Plane trees to be replaced with *Lagerstroemia indica.*	
(b) Further resolution of the proposed canopy to ensure there is no conflict with future street tree planting, with advise provided by a suitably qualified arborist/landscape architect demonstrating any proposed canopy will not impact the long term viability of the proposed Swan Street street trees,	(b) Further resolution of the proposed canopy to ensure there is no conflict with future street tree planting, with advice provided by a suitably qualified arborist/landscape architect demonstrating any proposed canopy will not impact the long-term viability of the proposed street trees on Swan Street.	Minor correction and inconsequential rewording
(c) The four street trees proposed along Burnley Street to be modified to be all Japanese Zelkova 'Green Vase.'	(c) The four street trees proposed along Burnley Street to be modified to be all Japanese Zelkova 'Green Vase'.	
(d) Details of tree guards and treatments for the proposed street trees, in accordance with Yarra standard details.	(d) Details of tree guards and treatments for the proposed street trees, in accordance with Yarra standard details.	
(e) Details of soil volumes for all garden beds provided.	(e) Details of soil volumes for all garden beds provided.	
(f) Consideration to passive irrigation or use of water captured by the subject site.	(f) Consideration to passive irrigation or use of water captured by the subject site.	
(g) A 600mm setback provided between the proposed raised planters with custom seating along Burnley Street and the kerb.	(g) A 600mm setback provided between the proposed raised planters with custom seating along Burnley Street and the kerb.	
(h) Consistently show details of the form, size and furniture proposed around the edges of the platers.	(h) Consistently show details of the form, size and furniture proposed around the edges of the planters.	
(i) In respect of the Burnley Station landscaped terrace, the following details provided:	(i) In respect of the Burnley Station landscaped terrace, the following details are to be provided:	

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(i) Proposed levels. (ii) Materials of seating slabs. (iii) Several sectional diagrams demonstrating the relationship between the terrace and Burnley Station pedestrian ramp.	i. Proposed levels. ii. Materials of seating slabs. iii. Several sectional diagrams demonstrating the relationship between the terrace and Burnley Station pedestrian ramp.	
(j) A detailed planting plan including a planting schedule including the quantities, pot sizes, mature heights, botanical and common names.	(j) A detailed planting plan including a planting schedule that shows the quantities, pot sizes, mature heights, botanical and common names.	Inconsequential rewording
(k) A specification of works to be undertaken prior to planting.	(k) A specification of works to be undertaken prior to planting.	
(l) Maintenance schedules and notes, including how any plant failure will be managed, including for the façade planting.	(l) Maintenance schedules and notes, including how any plant failure will be managed, including for the façade planting.	
(m) Details on the proposed methods for irrigation and drainage.	(m) Details of the proposed methods for irrigation and drainage.	Inconsequential rewording
(n) All plants proposed confirmed to not be listed within DELWP *Advisory List of Environmental Weeds in Victoria*.	(n) All plants proposed confirmed to not be listed within DELWP *Advisory List of Environmental Weeds in Victoria*.	
(o) Include any requirements where relevant in accordance with Condition 29.	(o) Include any requirements where relevant in accordance with Clause 6.29.	Reference to 'conditions' replaced with reference to 'clauses.'
6. Before the buildings is occupied, or by such later date as approved in writing by the Responsible Authority, the landscaping works shown on the endorsed Landscape Plan must be carried out and completed to the satisfaction of the Responsible Authority. The landscaping shown on the endorsed Landscape Plan must be maintained by: (a) implementing and complying with the provisions, recommendations and requirements of the endorsed Landscape Plan; (b) not using the areas set aside on the endorsed Landscape Plan for landscaping for any other purpose; and	**6.6.** Before the buildings are occupied, or by such later date as approved in writing by the responsible authority, the landscaping works shown on the endorsed Landscape Plan must be carried out and completed to the satisfaction of the responsible authority. The landscaping shown on the endorsed Landscape Plan must be maintained by: (a) implementing and complying with the provisions, recommendations and requirements of the endorsed Landscape Plan; (b) not using the areas set aside on the endorsed Landscape Plan for landscaping for any other purposed; and	Condition '6' modified to clause '6.6.' Inconsequential formatting error.

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(c) replacing any dead, diseased, dying or damaged plants, to the satisfaction of the Responsible Authority.	(c) replacing any dead, diseased, dying or damaged plans, to the satisfaction of the responsible authority.	Reference to 'plans' in lieu of 'plants' a formatting error to be rectified.
7. Before the development commences, or by such later date as approved in writing by the Responsible Authority, the permit holder must make a one off contribution of $4,149 to the Responsible Authority for the amenity value and removal cost of the street trees located in front of the site.	6.7 Before the development commences, or by such later date as approved in writing by the responsible authority, the developer must make a one-off contribution of $4,149 to the responsible authority for the amenity value and removal cost of the street trees located in front of the site.	Condition '7' modified to clause '6.7.' Reference to 'the permit holder' modified to reference the 'developer.'
8. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the six street trees must be installed within Swan Street and four street trees must be installed within Burnley Street: (a) at the permit holder's cost; and (b) in a location and manner, to the satisfaction of the Responsible Authority.	**6.8.** Before the building is occupied, or by such later date as approved in writing by the responsible authority, the six street trees must be installed within Swan Street and four street trees must be installed within Burnley Street: (a) at the developer's cost; and (b) in a location and manner, to the satisfaction of the responsible authority.	Condition '8' modified to clause '6.8.' Reference to 'the permit holder' modified to reference the 'developer.'
Sustainable Management Plan 9. Before the development commences, an amended Sustainable Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Sustainable Management Plan will be endorsed and will form part of this permit. The amended Sustainable Management Plan must be generally in accordance with the Sustainable Management Plan prepared by Floth dated 16 April 2020, but modified to include or show:	**6.9. Sustainable management plan** Before the development commences, an amended Sustainable Management Plan to the satisfaction of the responsible authority must be submitted to and approved by the responsible authority. When approved, the amended Sustainable Management Plan will be endorsed and form part of this Incorporated Document. The amended Sustainable Management Plan must be generally in accordance with the Sustainable Management Plan prepared by Floth dated 16 April 2020, but modified to include or show:	Condition '9' modified to clause '6.9.' Reference to 'permit' has been modified to 'incorporated document'

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(a) The development to ensure a zero net carbon performance standard, as defined by the Green Building Council of Australia, forming part of a minimum 5 Star Green Star certified rating.	(a) the development to ensure a zero net carbon performance standard, as defined by the Green Building Council of Australia, forming part of a minimum 5 Star Green Star certified rating.	
(b) A minimum 20% improvement above NCC 2019 standards and a completed JV3 energy report demonstrating the proposed energy performance standard.	(b) A minimum 20% improvement above NCC 2019 standards and a completed JV3 energy report demonstrating the proposed energy performance standard.	
(c) A commitment to electric vehicle charging infrastructure for at least 5% of vehicle spaces be provided.	(c) A commitment to electric vehicle charging infrastructure for at least 5% of vehicle spaces to be provided.	
(d) The provision of 326 employee bicycle spaces.	(d) The provision of 326 employee bicycle spaces.	
(e) A daylight report be prepared using daylight modelling or GBCA Hand Calculation method demonstrating that at least 30% of NLA exceed a 2% daylight factor standard.	(e) A daylight report be prepared using daylight modelling or GBCA Hand Calculation method demonstrating that at least 30% of NLA exceed a 2% daylight factor standard.	
(f) Size and capacity of the proposed solar PV array.	(f) Size and capacity of the proposed solar PV array.	
10. The provisions, recommendations and requirements of the endorsed Sustainable Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.	**6.10.** The provisions, recommendations and requirements of the endorsed Sustainable Management Plan must be implemented and complied with to the satisfaction of the responsible authority.	Condition '10' modified to clause '6.10.'
11. Before the development is occupied, a report from the author of the Sustainability Management Plan, approved under this permit, or similarly qualified person or company, must be submitted to the Responsible Authority. The report must be to the satisfaction of the Responsible Authority and must confirm all measures specified in the Sustainability Management Plan have been implemented in accordance with the approved plan.	**6.11.** Before the development is occupied, a report from the author of the Sustainable Management Plan, approved under this incorporated document, or similarly qualified person or company, must be submitted to the responsible authority. This report must be to the satisfaction of the responsible authority and must confirm all measures specified in the Sustainable Management Plan have been implemented in accordance with the approved plan.	Condition '11' modified to clause '6.11.' Reference to 'permit' has been modified to 'incorporated document' Inconsequential wording changes have been made.

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Green Travel Plan 12. Before the development is occupied, an amended Green Travel Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Green Travel Plan will be endorsed and will form part of this permit. The amended Green Travel Plan must be generally in accordance with the Green Travel Plan prepared by Impact dated 16 April 2020, but modified to include or show:	**Green Travel Plan** **6.12.** Before the development is occupied, an amended Green Travel Plan to the satisfaction of the responsible authority must be submitted to and approved by the responsible authority. When approved, the amended Green Travel Plan will be endorsed and will form part of this Incorporated Document. The amended Green Travel Plan must be generally in accordance with the Green Travel Plan prepared by Impact, dated 16 April 2020, but modified to include or show:	Condition '12' modified to clause '6.12.' Reference to 'permit' has been modified to 'incorporated document'
(a) Security arrangements to access the employee bicycle storage spaces;	(a) Security arrangements to access the employee bicycle storage spaces;	
(b) The types of lockers proposed within the change-room facilities, with at least 50% of lockers providing hanging storage space;	(b) The types of lockers proposed within the change-room facilities, with at least 50% of lockers providing hanging storage space;	
(c) Signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3; and	(c) Signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3; and	
(d) The floor plans showing details of the bicycle parking and end of trip facilities.	(d) The floor plans showing details of the bicycle parking and end of trip facilities.	
13. The provisions, recommendations and requirements of the endorsed Green Travel Plan must be implemented and complied with to the satisfaction of the Responsible Authority.	**6.13.** The provisions, recommendations and requirements of the endorsed Green Travel Plan must be implemented and complied with to the satisfaction of the responsible authority.	Condition '13' modified to clause '6.13.'
Waste Management Plan 14. Before the development commences, an amended Waste Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Waste Management Plan will be endorsed and will form part of this permit. The amended Waste Management Plan must be generally in accordance with the Waste Management Plan	**Waste Management Plan** **6.14.** Before the development commences, an amended Waste Management Plan to the satisfaction of the responsible authority must be submitted to and approved by the responsible authority. When approved, the amended Waste Management Plan will be endorsed and will form part of this Incorporated Document. The amended Waste Management	Condition '14' modified to clause '6.14.' Reference to 'permit' has been modified to 'incorporated document'

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prepared by WSP and dated May 2020, but modified to include: (a) Assess the proposal as amended pursuant to Condition 1.	Plan must be generally in accordance with the Waste Management Plan prepared by WSP and dated May 2020, but modified to: (a) Assess the proposal as amended under Clause 6.1.	Reference to condition '1' modified to clause '6.1.'
15. The provisions, recommendations and requirements of the endorsed Waste Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.	**6.15.** The provisions, recommendations and requirements of the endorsed Waste Management Plan must be implemented and complied with to the satisfaction of the responsible authority.	Condition '15' modified to clause '6.15.'
16. The collection of waste from the site must be by private collection, unless with the prior written consent of the Responsible Authority.	**6.16.** The collection of waste from the site must be by private collection, unless with the prior written consent of the responsible authority.	Condition '16' modified to clause '6.16.'
Acoustic Report 17. Before the development commences, an amended Acoustic Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Acoustic Report will be endorsed and will form part of this permit. The amended Acoustic Report must be generally in accordance with the Acoustic Report prepared by Floth and dated 17 April 2020, but modified to include: (a) The means by which the long term averages for road traffic noise have been derived.	**Acoustic Report** **6.17.** Before the development commences, an amended Acoustic Report to the satisfaction of the responsible authority must be submitted to and approved by the responsible authority. When approved, the amended Acoustic Report will be endorsed and will form part of this Incorporated Document. The amended Acoustic Report must be generally in accordance with the Acoustic Report prepared by Floth and dated 17 April 2020, but modified to include: (a) The means by which the long-term averages for road traffic noise have been derived.	Condition '17' modified to clause '6.17.' Reference to 'permit' has been modified to 'incorporated document'
18. The provisions, recommendations and requirements of the endorsed Acoustic Report must be implemented and complied with to the satisfaction of the Responsible Authority.	**6.18.** The provisions, recommendations and requirements of the endorsed Acoustic Report must be implemented and complied with to the satisfaction of the responsible authority.	Condition '18' modified to clause '6.18.'
19. Following the excavation of the basement and before the development commences (excluding any works required to secure the basement), an Acoustic Report (vibration) to the satisfaction of the responsible authority must be submitted to, and be approved by, the responsible authority. The Acoustic	**6.19.** Following the excavation of the basement and before the development commences (excluding any works required to secure the basement), an Acoustic Report (vibration) to the satisfaction of the responsible authority must be submitted to, and be approved by, the responsible authority. The Acoustic	Condition '19' modified to clause '6.19.'

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Report must be prepared by a suitably qualified acoustic engineer and must demonstrate: (a) Remeasuring of the vibration once excavation of the site had been completed. The VDV is to be measured directly, or full details of the measurement results and conversion calculation to obtain the VDV is provided at that time. The VDV should be measured and/or calculated in accordance with the 2008 British Standard referenced by Floth. When approved, the Acoustic Report will be endorsed and will then form part of this permit.	Report must be prepared by a suitably qualified acoustic engineer and must demonstrate: (a) Remeasuring of the vibration once excavation of the site had been completed. The VDV is to be measured directly, or full details of the measurement results and conversion calculation to obtain the VDV is provided at that time. The VDV should be measured and/or calculated in accordance with the 2008 British Standard referenced by Floth. When approved, the Acoustic Report will be endorsed and will then form part of this Incorporated Document.	Reference to 'permit' has been modified to 'incorporated document'
20. Following completion of the development, and prior to its occupation, an Acoustic Report to the satisfaction of the responsible authority must be submitted to, and be approved by, the responsible authority. The Acoustic Report must be prepared by a suitably qualified acoustic engineer and must demonstrate: (a) Compliance of the mechanical plant, car park entrance door and loading bay with both State Environment Protection Policy (Noise from Commerce, Industry and Trade) No. N-1 and sleep disturbance targets at existing dwellings. (b) Compliance with any recommendations or requirements of the report referenced within Condition 19. When approved, the Acoustic Report will be endorsed and will then form part of this permit.	**6.20.** Following completion of the development, and prior to its occupation, an Acoustic Report to the satisfaction of the responsible authority must be submitted to, and be approved by, the responsible authority. The Acoustic Report must be prepared by a suitably qualified acoustic engineer and must demonstrate: (a) Compliance of the mechanical plant, car park entrance door and loading bay with both State Environment Protection Policy (Noise from Commerce, Industry and Trade) No. N-1 and sleep disturbance targets at existing dwellings. (b) Compliance with any recommendations or requirements of the report referenced within Clause 6.19. When approved, the Acoustic Report will be endorsed and will then form part of this Incorporated Document.	Condition '20' modified to clause '6.20.' Reference to 'permit' has been modified to 'incorporated document' Reference to Condition '19' modified to reference clause '6.19.'
Wind Report 21. Before the development commences, an amended Wind Tunnel Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible	**Wind Tunnel Report** **6.21.** Before the development commences, an amended Wind Tunnel Report to the satisfaction of the responsible authority must be submitted to and approved by the responsible	Condition header updated to include reference to the wind tunnel report

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Authority. When approved, the amended Wind Tunnel Report will be endorsed and will form part of this permit. The amended Wind Tunnel Report must be generally in accordance with the Wind Tunnel Report prepared by MEL Consultants, dated 17 April 2020, but modified to include (or show): (a) Assess the proposal as amended pursuant to Condition 1. (b) The northern, southern and western retail frontages achieving pedestrian comfort for stationary, long exposure activities. (c) The bicycle arrival achieving pedestrian comfort for stationary, short exposure activities. (d) The external terraces at Levels 1, 2 and 3 achieving pedestrian comfort for stationary, short exposure activities. (e) The external terraces at Levels 10 and 11 achieving pedestrian comfort for stationary, short exposure activities. Landscaping is not to be used as a wind mitigation measure.	authority. When approved, the amended Wind Tunnel Report will be endorsed and will form part of this Incorporated Document. The amended Wind Tunnel Report must be generally in accordance with the Wind Tunnel Report prepared by MEL Consultants, dated 17 April 2020, but modified to include (or show): (a) Assess the proposal as amended pursuant to Clause 6.1. (b) The northern, southern and western retail frontages achieving pedestrian comfort for stationary, long exposure activities. (c) The bicycle arrival achieving pedestrian comfort for stationary, short exposure activities. (d) The external terraces at Levels 1, 2 and 3 achieving pedestrian comfort for stationary, short exposure activities. (e) The external terraces at Levels 10 and 11 achieving pedestrian comfort for stationary, short exposure activities. Landscaping is not to be used as a wind mitigation measure.	Condition '21' modified to clause '6.21.' Reference to 'permit' has been modified to 'incorporated document' Reference to condition '1' modified to clause '6.1.' The reference to landscaping not being used as a wind mitigation measure is now included as part of Clause 6.21.(e), however, this should be updated to be a stand-alone provision.
22. The provisions, recommendations and requirements of the endorsed Wind Assessment Report must be implemented and complied with to the satisfaction of the Responsible Authority.	**6.22.** The provisions, recommendations and requirements of the endorsed Wind Tunnel Report must be implemented and complied with to the satisfaction of the responsible authority.	Condition '22' modified to clause '6.22.' Reference to 'wind assessment report' updated to reference the 'wind tunnel

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		report' is inconsequential.
Car parking 23. Before the development commences, a Car Park Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Car Park Management Plan will be endorsed and will form part of this permit. The Car Park Management Plan must address, but not be limited to, the following: (a) the number of car parking spaces allocated to each tenancy and that each space is allocated; (b) Numbering of car parking spaces; (c) details of way-finding, cleaning and security of end of trip bicycle facilities; (d) policing arrangements and formal agreements including the provision for the development entrance boom gate to remain open during the AM peak period; (e) a schedule of all proposed signage including directional arrows and signage, informative signs indicating location of disabled bays and bicycle parking, exits, restrictions, pay parking system etc; (f) the collection of waste and garbage in accordance with the Waste Management Plan required by Condition 14; and (g) details regarding the management of loading and unloading of goods and materials.	**Car parking** **6.23.** Before the development commences, a Car Park Management Plan to the satisfaction of the responsible authority must be submitted to and approved by the responsible authority. When approved, the Car Park Management Plan will be endorsed and will form part of this Incorporated Document. The Car Park Management Plan must address, but not be limited to, the following: (a) the number of car parking spaces allocated to each tenancy and that each space is allocated; (b) Numbering of car parking spaces; (c) details of way-finding, cleaning and security of end of trip bicycle facilities; (d) policing arrangements and formal agreements including the provision for the development entrance boom gate to remain open during the AM peak period; (e) a schedule of all proposed signage including directional arrows and signage, informative signs indicating location of disabled bays and bicycle parking, exits, restrictions, pay parking system etc; (f) the collection of waste and garbage in accordance with the Waste Management Plan required by Clause 6.14; and (g) details regarding the management of loading and unloading of goods and materials.	Condition '23' modified to clause '6.23.' Reference to 'permit' has been modified to 'incorporated document' Reference to condition '14' modified to clause '6.14.'

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24. The provisions, recommendations and requirements of the endorsed Car Park Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.	**6.24.** The provisions, recommendations and requirements of the endorsed Car Park Management Plan must be implemented and complied with to the satisfaction of the responsible authority.	Condition '24' modified to clause '6.24.'
25. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the area set aside on the endorsed plans for the car parking spaces, access lanes, driveways and associated works must be: (a) constructed and available for use in accordance with the endorsed plans; (b) formed to such levels and drained so that they can be used in accordance with the endorsed plans; (c) treated with an all-weather seal or some other durable surface; and (d) line-marked or provided with some adequate means of showing the car parking spaces; to the satisfaction of the Responsible Authority.	**6.25.** Before the building is occupied, or by such later date as approved in writing by the responsible authority, the area set aside on the endorsed plans for the car parking spaces, access lanes, driveways and associated works must be: (a) constructed and available for use in accordance with the endorsed plans; (b) formed to such levels and drained so that they can be used in accordance with the endorsed plans; (c) treated with an all-weather seal or some other durable surface; and (d) line-marked or provided with some adequate means of showing the car parking spaces; to the satisfaction of the responsible authority.	Condition '25' modified to clause '6.25.'
26. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, a notice showing the location of car parking must be placed in a clearly visible position near the entry to the land. The notice must be maintained thereafter to the satisfaction of the Responsible Authority	**6.26.** Before the building is occupied, or by such later date as approved in writing by the responsible authority, a notice showing the location of car parking must be placed in a clearly visible position near the entry to the land. The notice must be maintained thereafter to the satisfaction of the responsible authority.	Condition '26' modified to clause '6.26.'
27. The loading and unloading of vehicles and the delivery of goods to and from the land must be conducted entirely within the land to the satisfaction of the Responsible Authority.	**6.27.** The loading and unloading of vehicles and the delivery of goods to and from the land must be conducted entirely within the land to the satisfaction of the responsible authority.	Condition '27' modified to clause '6.27.'
28. Except with the prior written consent of the Responsible Authority, the internal north-south connection between Swan Street and the land to the south must be open between 8am and 6pm on business days (excluding public holidays).	**6.28.** Except with the prior written consent of the responsible authority, the internal north-south connection between Swan Street and the land to the south must be open between 8am and 6pm on business days (excluding public holidays).	Condition '28' modified to clause '6.28.'

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Design Detail Plan (widened footpaths and land to the south) 29. Within six months of the development commencing, the owner of the site must submit detailed engineering and landscaping documentation to the satisfaction of the Responsible Authority and approved by the Responsible Authority and at the full cost of the owner showing the following:	**Design Detail Plan (widened footpaths and land to the south)** **6.29.** Within six months of the development commencing, the owner of the site must submit detailed engineering and landscaping documentation to the satisfaction of the responsible authority and approved by the responsible authority and at the full cost of the owner showing the following:	Condition '29' modified to clause '6.29.'
(a) Provision of widened footpaths along Swan Street and Burnley Street, including land located on the subject site as identified within the Ground Floor plan prepared by architectus, Drawing No. DA1003, Revision C.	(a) Provision of widened footpaths along Swan Street and Burnley Street, including land located on the subject site as identified within the Ground Floor plan prepared by Architectus, Drawing No. DA1003, Revision C.	
(b) Provision of pedestrian path along the southern boundary entirely located on the subject site as identified within the Ground Floor plan prepared by architectus, Drawing No. DA1003, Revision C.	(b) Provision of pedestrian path along the southern boundary entirely located on the subject site as identified within the Ground Floor plan prepared by Architectus, Drawing No. DA1003, Revision C.	
(c) Provision of a ground floor landscape plan which includes the landscaping proposed in the public realm areas and those associated with the landscaped terrace to the south.	(c) Provision of a ground floor landscape plan which includes the landscaping proposed in the public realm areas and those associated with the landscaped terrace to the south.	
(d) The design detail plan is to provide details of the following: i. Integration with the Burnley Street Shared Zone, as proposed within the plan required pursuant to Condition 32. ii. Clear delineation of the site's title boundaries along Burnley Street through the use of brass discs or a similar type method; iii. The Swan Street footpath area outside of the subject site's title boundary are to be surfaced in asphalt as per Yarra standard drawings, unless otherwise agreed to by the responsible authority.	(d) The design detail plan is to provide details of the following: i. Integration with the Burnley Street Shared Zone, as proposed within the plan required pursuant to Clause 6.32. ii. Clear delineation of the site's title boundaries along Burnley Street through the use of brass discs or a similar type method; iii. The Swan Street footpath area outside of the subject site's title boundary are to be surfaced in asphalt as per Yarra standard drawings, unless otherwise agreed to by the responsible authority.	Reference to condition '32' modified to clause '6.14.'

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iv. DDA compliant pram ramps (including TGSIs) shown at the Burnley St/Swan St intersection as per Yarra standard drawings. v. All existing street furniture on Swan Street to be upgraded and located in accordance with the City of Yarra Public Domain Manual and Yarra Standard Drawings. vi. Details of custom benches and raised planters to be provided with a 600mm setback provided from the Burnley Street kerb. vii. Provision of additional street litter bins on Burnley Street in accordance with City of Yarra Public Domain Manual / Yarra Standard Drawings.	iv. DDA compliant pram ramps (including TGSIs) shown at the Burnley St/Swan St intersection as per Yarra standard drawings. v. All existing street furniture on Swan Street to be upgraded and located in accordance with the City of Yarra Public Domain Manual and Yarra Standard Drawings. vi. Details of custom benches and raised planters to be provided with a 600mm setback provided from the Burnley Street kerb. vii. Provision of additional street litterbins on Burnley Street in accordance with City of Yarra Public Domain Manual / Yarra Standard Drawings.	
VicTrack Landscaped Zone and Pedestrian Path 30. Within six months of the development commencing, the permit holder must submit detailed plans (inclusive of materials and landscaping) to the satisfaction of and approved by the Responsible Authority and VicTrack, showing: (a) interface improvements for the footpath to the south (directly abutting the subject site's boundaries) and (b) details of the proposed landscaped terrace; and	**VicTrack Landscaped Zone and Pedestrian Path** **6.30.** Within six months of the development commencing, the developer must submit detailed plans (inclusive of materials and landscaping) to the satisfaction of and approved by the responsible authority and VicTrack, showing: (a) interface improvements for the footpath to the south (directly abutting the subject site's boundaries); and (b) details of the proposed landscaped terrace;	Condition '30' modified to clause '6.30.'
31. Before the building is occupied, all works associated with the VicTrack pedestrian path and landscaped terrace detailed design plan as shown on the endorsed plans must be completed by the permit holder at their full cost to the satisfaction of the Responsible Authority and VicTrack and be maintained thereafter.	**6.31.** Before the building is occupied, all works associated with the VicTrack pedestrian path and landscaped terrace detailed design plan as shown on the endorsed plans must be completed by the developer at their full cost to the satisfaction of the responsible authority and VicTrack and be maintained thereafter.	Condition '31' modified to clause '6.31.' Reference to 'the permit holder' modified to reference the 'developer.'

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Infrastructure and Streetscape Masterplan 32. Within six months of the development commencing, the applicant must prepare an infrastructure and streetscape masterplan in conjunction with Council, Department of Infrastructure, VicTrack, Transport for Victoria and all relevant service authorities for capital improvements in the roads surrounding the development. The Plan must include, but is not limited to:	**Infrastructure and Streetscape Masterplan** **6.32.** Within six months of the development commencing, the applicant must prepare an infrastructure and streetscape masterplan in conjunction with Council, Department of Infrastructure, VicTrack, Transport for Victoria and all relevant service authorities for capital improvements in the roads surrounding the development. The Plan must include, but is not limited to:	Condition '32' modified to clause '6.32.'
(a) the interface with the Burnley railway station.	(a) the interface with the Burnley railway station.	
(b) the mitigation works at the Burnley Street/Swan Street intersection.	(b) the mitigation works at the Burnley Street/Swan Street intersection.	
(c) the improvement to the Burnley Street service road, including: i. the provision of a shared zone within Burnley Street (service road) where the street interfaces with the western boundary where not obstructed by the existing rail ramp. The design of the Burnley Street shared zone must provide details including civil works drawings, pavement widths, surface treatment, road infrastructure items, landscaping (where applicable) and drainage including the installation of any additional drainage pits and associated connecting drainage to the satisfaction of the Responsible Authority.	(c) the improvement to the Burnley Street service road, including: i. the provision of a shared zone within Burnley Street (service road) where the street interfaces with the western boundary where not obstructed by the existing rail ramp. The design of the Burnley Street shared zone must provide details including civil works drawings, pavement widths, surface treatment, road infrastructure items, landscaping (where applicable) and drainage including the installation of any additional drainage pits and associated connecting drainage to the satisfaction of the responsible authority.	
(d) the streetscape along Swan Street. The extent and scope of the works must be clearly defined before approval is granted by Council. All traffic mitigation works, road infrastructure works and streetscape works shall be funded by the applicant.	(d) the streetscape along Swan Street. The extent and scope of the works must be clearly defined before approval is granted by Council. All traffic mitigation, road infrastructure and streetscape works shall be funded by the developer.	The reference to the extent and scope of the works has now been included as part of Clause 6.32.(d), however, this should

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		be updated to be a stand-alone provision.
Timing of works 33. Before the building is occupied, all works to the public realm as required by conditions 29, 30 and 32 must be fully constructed and completed by the owner at their full cost and to the satisfaction of the Responsible Authority.	**Timing of works** **6.33.** Before the building is occupied, all works to the public realm as required by Clauses 6.29, 6.30 and 6.32 must be fully constructed and completed by the owner at their full cost and to the satisfaction of the responsible authority.	Condition '33' modified to clause '6.33.' Reference to 'Conditions 29, 30 and 32' modified to reference 'clauses 6.29, 6.30 and 6.32'
Section 173 Agreement (widening of Swan and Burnley Streets and the land to the south) 34. Within six months of the commencement of works, the owner (or another person in anticipation of becoming the owner) must enter into an agreement with the Responsible Authority under section 173 of the *Planning and Environment Act* 1987, providing for the following: (a) The Owner must provide unfettered 24 hour public access over that part of the land to be used for the widening of the Swan Street and Burnley Street footpaths and pedestrian footpath to the south (rail interface); (b) The owner is responsible for maintaining at all times the areas that are private land open to the public described in condition 34(a) at the cost of the owners of the site and to the satisfaction of the Yarra City Council; (c) The owner(s) must obtain and maintain insurance, approved by Yarra City Council, for the public liability and indemnify Yarra City Council against all claims resulting from any damage, loss, death or injury in connection with the public accessing the land described in condition 34(a).	**Section 173 Agreement (widening of Swan and Burnley Streets and the land to the south)** **6.34.** Within six months of the commencement of works, the owner (or another person in anticipation of becoming the owner) must enter into an agreement with the responsible authority under section 173 of the Planning and Environment Act 1987, providing for the following: (a) The Owner must provide unfettered 24-hour public access over that part of the land to be used for the widening of the Swan Street and Burnley Street footpaths and pedestrian footpath to the south (rail interface); (b) The owner is responsible for maintaining at all times the areas that are private land open to the public described in Clause 6.34(a) at the cost of the owners of the site and to the satisfaction of the Yarra City Council; (c) The owner(s) must obtain and maintain insurance, approved by Yarra City Council, for the public liability and indemnify Yarra City Council against all claims resulting from any damage, loss, death or injury in connection with the public accessing the land described in Clause 6.34(a).	Condition '34' modified to clause '6.34.' Reference to 'Condition 34(a)' modified to reference 'clauses 6.34(a)' in two sections.

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35. The owner, or other person in anticipation of becoming the owner, must meet all of the expenses of the preparation and registration of the agreement, including the reasonable costs borne by the Responsible Authority.	**6.35.** The owner, or other person in anticipation of becoming the owner, must meet all of the expenses of the preparation and registration of the agreement, including the reasonable costs borne by the responsible authority.	Condition '35' modified to clause '6.35.'
Section 173 Agreement (Affordable Commercial Space) 36. Before the development is occupied, the owner (or another person in anticipation of becoming the owner) must enter into an agreement with the Responsible Authority under section 173 of the *Planning and Environment Act* 1987 which requires that the owner must facilitate the provision of affordable commercial space by: (a) Providing 5% of the office floor area on-site as affordable office floor space which may include a co-working space/social enterprise space/office space for creative design tenant(s) available at a discount compared with market rent; or (b) Making other arrangements for the provision of affordable commercial space as per condition 36 (a) in respect of the same floor area, or an equivalent community benefit, such as the delivery of or investment in an Aboriginal Employment Program, to the satisfactory of the responsible authority.	**Section 173 Agreement (Affordable Commercial Space)** **6.36.** Before the development is occupied, the owner (or another person in anticipation of becoming the owner) must enter into an agreement with the responsible authority under section 173 of the Planning and Environment Act 1987 which requires that the owner must facilitate the provision of affordable commercial space by: (a) Providing 5% of the office floor area on-site as affordable office floor space which may include a co-working space/social enterprise space/office space for creative design tenant(s) available at a discount compared with market rent; or (b) Making other arrangements for the provision of affordable commercial space as per Clause 6.36 (a) in respect of the same floor area, or an equivalent community benefit, such as the delivery of or investment in an Aboriginal Employment Program, to the satisfactory of the responsible authority.	Condition '36' modified to clause '6.36.' Reference to 'Condition 36(a)' modified to reference 'clauses 6.36(a)'
37. The owner, or other person in anticipation of becoming the owner, must meet all of the expenses of the preparation and registration of the agreement, including the reasonable costs borne by the Responsible Authority.	**6.37.** The owner, or other person in anticipation of becoming the owner, must meet all of the expenses of the preparation and registration of the agreement, including the reasonable costs borne by the responsible authority.	Condition '37' modified to clause '6.37.'
Head, Transport for Victoria (Condition 38 to 56) 38. Before the development commences (excluding demolition), or other time agreed to in writing with Head, Transport for Victoria, amended plans to the satisfaction of the Head, transport for Victoria (TfV) must be submitted to and approved by the Responsible Authority. When approved, the	**Head, Transport for Victoria (Clauses 6.38 to 6.56)** **6.38.** Before the development commences (excluding demolition), or other time agreed to in writing with Head, Transport for Victoria, amended plans to the satisfaction of the Head, Transport for Victoria (TfV) must be submitted to and approved by the responsible authority. When approved, the	Reference to conditions '38-56' modified to reference clauses '6.38-6.56.'

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plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and three copies must be provided. These plans must be generally in accordance with the plans submitted to TfV with the application but are to be modified to show: (a) The installation of signs, line marking, splitter island and associated road works permitting only "left turn in" and left turn out" vehicular access from Swan Street-unless otherwise recommend by the Road Safety Audit (b) modification as required and/or removal of any existing car parking spaces, street tree/s and associated road works on the south side of Swan Street to accommodate the new vehicular access arrangement; (c)retention of Metro Train bus replacement space in the Burnley Street underpass; (d) tram shelter and associated works in an agree location on Swan Street; (e) a landscaping plan and schedule; (f) demonstrate compliance with air, light and fire requirements without reliance on railway land, and; (g) any recommendations of the road safety audit, to the satisfaction of the TfV.	plans will be endorsed and will then form part of the Incorporated Document. The plans must be drawn to scale with dimensions and three copies must be provided. These plans must be generally in accordance with the plans submitted to TfV with the application but are to be modified to show: (a) The installation of signs, line marking, splitter island and associated road works permitting only "left turn in" and left turn out" vehicular access from Swan Street unless otherwise recommend by the Road Safety Audit (b) modification as required and/or removal of any existing car parking spaces, street tree/s and associated road works on the south side of Swan Street to accommodate the new vehicular access arrangement; (c) retention of Metro Train bus replacement space in the Burnley Street underpass; (d) tram shelter and associated works in an agree location on Swan Street; (e) a landscaping plan and schedule; (f) demonstrate compliance with air, light and fire requirements without reliance on railway land, and; (g) any recommendations of the road safety audit, to the satisfaction of TfV.	Condition '38' modified to clause '6.38.' Reference to 'permit' has been modified to 'incorporated document' The reference to the satisfaction of TfV has now been included as part of Clause 6.38.(g), however, this should be updated to be a stand-alone provision.

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39. Before the development commences (excluding demolition), unless otherwise agreed in writing with TfV, the permit holder must submit a formal road safety audit, (including a function layout plan) by a suitable qualified consultant, to the satisfaction of TfV and the Responsible Authority. The audit must include, but not limited to: i) the function and layout of the left in left out Swan Street access, ii) pedestrian, cycle and vehicle access/egress arrangements (including pedestrian crossings at/in vicinity of the intersection of Swan & Burnley Streets) iii) loading arrangements, iv) buildings and works within the public realm, v) internal circulation/layout, vi) lighting and vegetation impact on adjoining roadway/s. The findings of the audit must be incorporated into the development and at the developer's expense.	**6.39** Before the development commences (excluding demolition), unless otherwise agreed in writing with TfV, the developer must submit a formal road safety audit, (including a function layout plan) by a suitable qualified consultant, to the satisfaction of TfV and the responsible authority. The audit must include, but not limited to: (a) the function and layout of the left in left out Swan Street access, (b) pedestrian, cycle and vehicle access/egress arrangements (including pedestrian crossings at/in vicinity of the intersection of Swan & Burnley Streets) (c) loading arrangements, (d) buildings and works within the public realm, (e) internal circulation/layout, (f) lighting and vegetation impact on adjoining roadway/s. The findings of the audit must be incorporated into the development and at the developer's expense.	Condition '39' modified to clause '6.39.' The sub numbering method has been modified from that provided within the TfV referral. This is considered to be inconsequential.
40. Unless otherwise agreed in writing with TfV within six (6) months of the occupation of the development the permit holder must submit a post development road safety audit, to the satisfaction of TfV, demonstrating that all works associated with the approved road safety audit have been tested and any reasonable alterations required are completed to the full cost of the permit holder and to the satisfaction of TfV.	**6.40.** Unless otherwise agreed in writing with TfV within six (6) months of the occupation of the development the developer must submit a post development road safety audit, to the satisfaction of TfV, demonstrating that all works associated with the approved road safety audit have been tested and any reasonable alterations required are completed to the full cost of the developer and to the satisfaction of TfV.	Condition '40' modified to clause '6.40.' Reference to 'the permit holder' modified to reference the 'developer.'

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41. Before the Development commences, unless otherwise agreed in writing with the Head Transport for Victoria, the permit holder must submit detailed plans (inclusive of materials and landscaping) to the satisfaction of the Head, Transport for Victoria (TfV), Vic Track and the Rail Operator (RO) showing the development interface improvements for the footpath to the south (directly abutting the subject site's boundaries and extending along the frontage to the railway land and connecting to the Burnley Station ramps as appropriate) being 'public realm works' on railway land. The plans must: (i) show lighting, landscaping, footpaths, bicycle parking, street furniture and associated infrastructure; (ii) meet Rail Operator specifications and standards; ~~and~~ (iii) demonstrate that the works are compliant with the Disability Standard for Accessible Public Transport 2002. a) A construction control agreement must be in place between the Permit Holder and RO prior to commencement of the Public Ream Works on Railway Land. b) The Public Realm Works outlined in the plans must be completed by the permit holder at their full cost and to the satisfaction of TfV, VicTrack & the RO.	**6.41.** Before the Development commences, unless otherwise agreed in writing with the Head Transport for Victoria, the developer must submit detailed plans (inclusive of materials and landscaping) to the satisfaction of the Head, Transport for Victoria (TfV), Vic Track and the Rail Operator (RO) showing the development interface improvements for the footpath to the south (directly abutting the subject site's boundaries and extending along the frontage to the railway land and connecting to the Burnley Station ramps as appropriate) being 'public realm works' on railway land. The plans must: (a) show lighting, landscaping, footpaths, bicycle parking, street furniture and associated infrastructure. (b) meet Rail Operator specifications and standards. (c) demonstrate that the works are compliant with the Disability Standard for Accessible Public Transport 2002. (d) A construction control agreement must be in place between the developer and RO prior to commencement of the Public Ream Works on Railway Land. (e) the Public Realm Works outlined in the plans must be completed by the developer at their full cost and to the satisfaction of TfV, VicTrack & the RO.	Condition '41' modified to clause '6.41.' Reference to 'the permit holder' modified to reference the 'developer.' Minor changes to wording. The sub numbering method has been modified from that provided within the TfV referral. This is considered to be inconsequential.
42. Prior to the commencement of work on site (excluding demolition) detailed construction / engineering plans and computations for construction works abutting railway land, railway operations, and railway infrastructure assets must be submitted and approved by VicTrack, TfV and the Rail Operator (RO). The Plans must detail all excavation design and controls of the site adjacent to the railway corridor. The Design Plans must ensure compliance regarding:	**6.42.** Prior to the commencement of work on site (excluding demolition) detailed construction / engineering plans and computations for construction works abutting railway land, railway operations, and railway infrastructure assets must be submitted and approved by VicTrack, TfV and the Rail Operator (RO). The Plans must detail all excavation design and controls of the site adjacent to the railway corridor. The Design Plans must ensure compliance regarding:	Condition '42' modified to clause '6.42.'

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a. building clearances to aerial power lines as per the applicable Victorian Electrical Safety (Installations) Regulations; b. design loadings for the building include for: i) compliance with AS5100 Parts 1 and 2 for collision protection and impact loads from derailed trains ii) compliance with AS1170 Part 4 - Earthquake Actions in Australia, c. working adjacent to overhead power to the satisfaction of the RO; d. demonstrate compliance with air, light and fire requirements without reliance on railway land; and e. demonstrates a design plan, and a maintenance and operations strategy for balconies and windows that will eliminate any risk of debris falling or being thrown onto railway land.	(a) building clearances to aerial power lines as per the applicable Victorian Electrical Safety (Installations) Regulations; (b) design loadings for the building include for: i. compliance with AS5100 Parts 1 and 2 for collision protection and impact loads from derailed trains, ii. compliance with AS1170 Part 4 -Earthquake Actions in Australia, (c) working adjacent to overhead power to the satisfaction of the RO; (d) demonstrate compliance with air, light and fire requirements without reliance on railway land; and (e) demonstrates a design plan, and a maintenance and operations strategy for balconies and windows that will eliminate any risk of debris falling or being thrown onto railway land.	
43. Unless otherwise agreed in writing with TfV, before the commencement of works (including demolition), a Construction Management Plan must be submitted to TfV and Vic Track for approval. The Construction Management Plan must designate operating hours and include details of (but not be limited to) management proposals and actions to protect Vic Track assets, rail infrastructure and the operation of the public transport network during construction and must set out objectives, performance and monitoring requirements to the satisfaction of Vic Track & TfV.	**6.43.** Unless otherwise agreed in writing with TfV, before the commencement of works (including demolition), a Construction Management Plan must be submitted to TfV and Vic Track for approval. The Construction Management Plan must designate operating hours and include details of (but not be limited to) management proposals and actions to protect Vic Track assets, rail infrastructure and the operation of the public transport network during construction and must set out objectives, performance and monitoring requirements to the satisfaction of Vic Track & TfV.	Condition '43' modified to clause '6.43.'

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44. Unless otherwise agreed in writing with the TfV, before the commencement of works (including demolition), a Traffic Management Plan must be submitted to TfV which outlines how traffic will be managed throughout the construction of the development and mitigate impacts to public transport, including trains and trams. The Traffic Management Plan must be prepared and implemented to the satisfaction of TfV. All traffic management and mitigation costs will be at the full cost of the permit holder.	**6.44.** Unless otherwise agreed in writing with the TfV, before the commencement of works (including demolition), a Traffic Management Plan must be submitted to TfV which outlines how traffic will be managed throughout the construction of the development and mitigate impacts to public transport, including trains and trams. The Traffic Management Plan must be prepared and implemented to the satisfaction of TfV. All traffic management and mitigation costs will be at the full cost of the developer.	Condition '44' modified to clause '6.44.' Reference to 'the permit holder' modified to reference the 'developer.'
45. Unless otherwise agreed in writing with TfV, prior to construction commencing including demolition, a construction control and indemnity agreement as required by TfV must to be in place to the satisfaction of TfV at the full cost to the permit holder. Any costs required to review documents for the construction control and indemnity agreement must be met by the permit holder.	**6.45.** Unless otherwise agreed in writing with TfV, prior to construction commencing including demolition, a construction control and indemnity agreement as required by TfV must to be in place to the satisfaction of TfV at the full cost to the developer. Any costs required to review documents for the construction control and indemnity agreement must be met by the developer.	Condition '45' modified to clause '6.45.' Reference to 'the permit holder' modified to reference the 'developer.'
46. Unless otherwise agreed in writing with TfV, prior to the commencement of works (excluding demolition), the permit holder must prepare a report, to the satisfaction of TfV & the RO, by a suitable qualified consultant, which demonstrates that all building materials (including glass / window treatments) visible from the rail corridor are non-reflective such that it will not adversely impact on rail operations and driver safety. The development must avoid using red, green or yellow colour schemes that may interfere with driver operations.	**6.46.** Unless otherwise agreed in writing with TfV, prior to the commencement of works (excluding demolition), developer must prepare a report, to the satisfaction of TfV & the RO, by a suitable qualified consultant, which demonstrates that all building materials (including glass / window treatments) visible from the rail corridor are non-reflective such that it will not adversely impact on rail operations and driver safety. The development must avoid using red, green or yellow colour schemes that may interfere with driver operations.	Condition '46' modified to clause '6.46.' Reference to 'the permit holder' modified to reference the 'developer.'
47. Unless otherwise agreed in writing with TfV and VicTrack, windows, doors and balconies must not be placed on the title boundary with Railway Land and no windows or doors are permitted to open beyond the Railway Land title boundary to the satisfaction of TfV and VicTrack.	**6.47.** Unless otherwise agreed in writing with TfV and VicTrack, windows, doors and balconies must not be placed on the title boundary with Railway Land and no windows or doors are permitted to open beyond the Railway Land title boundary to the satisfaction of TfV and VicTrack.	Condition '47' modified to clause '6.47.'

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48. Prior to the occupation of the development, all works outlined on the endorsed plans for the left in left out only access must be completed with associated signs, to the satisfaction of TfV at the full cost to the permit holder.	**6.48.** Prior to the occupation of the development, all works outlined on the endorsed plans for the left in left out only access must be completed with associated signs, to the satisfaction of TfV at the full cost to the developer.	Condition '50' modified to clause '6.50.' Reference to 'the permit holder' modified to reference the 'developer.'
49. The boundary wall must be treated with a graffiti proof finish and any graffiti that appears on the wall must be removed as soon as practicable to the satisfaction of VicTrack and the Rail Operator. Removal of graffiti must be undertaken at no cost to VicTrack or the Rail Operator.	**6.49.** The boundary wall must be treated with a graffiti proof finish and any graffiti that appears on the wall must be removed as soon as practicable to the satisfaction of VicTrack and the Rail Operator. Removal of graffiti must be undertaken at no cost to VicTrack or the Rail Operator.	Condition '49' modified to clause '6.49.'
50. Unless otherwise agreed in writing, permanent or temporary soil anchors must not be installed on railway land.	**6.50.** Unless otherwise agreed in writing, permanent or temporary soil anchors must not be installed on railway land.	Condition '50' modified to clause '6.50.'
51. Prior to commencement of works, the Rail Operator must be contacted through the email address metrositeaccess@metrotrains.com.au to obtain the Rail Operator's conditions and safety requirements for works on, over or adjacent to railway land.	**6.51.** Prior to commencement of works, the Rail Operator must be contacted through the email address metrositeaccess@metrotrains.com.au to obtain the Rail Operator's conditions and safety requirements for works on, over or adjacent to railway land.	Condition '51' modified to clause '6.51.'
52. Any Rail Operator costs required to review documents or construction plan works within the rail environment must be met by the permit holder	**6.52.** Any Rail Operator costs required to review documents or construction plan works within the rail environment must be met by the developer.	Condition '52' modified to clause '6.52.' Reference to 'the permit holder' modified to reference the 'developer.'
52. Any damage to public transport infrastructure as a consequence of the construction works must be rectified to the satisfaction of TfV, at the full cost of the permit holder.	**6.53.** Any damage to public transport infrastructure as a consequence of the construction works must be rectified to the satisfaction of TfV, at the full cost of the developer.	Condition '53' modified to clause '6.53.'

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		Reference to 'the permit holder' modified to reference the 'developer.'
54. The permit holder must take all reasonable steps to ensure that disruptions to train and tram operation are kept to a minimum during the construction of the development, and in compliance with the Rail and Tram Safety and Environmental requirements.	**6.54.** The developer must take all reasonable steps to ensure that disruptions to train and tram operation are kept to a minimum during the construction of the development, and in compliance with the Rail and Tram Safety and Environmental requirements.	Condition '54' modified to clause '6.54.' Reference to 'the permit holder' modified to reference the 'developer.'
55. No lighting is to be erected that throws light onto the railway tracks or which interferes with the visibility of signals and the rail lines by train drivers, to the satisfaction of the Rail Operator.	**6.55.** No lighting is to be erected that throws light onto the railway tracks or which interferes with the visibility of signals and the rail lines by train drivers, to the satisfaction of the Rail Operator.	Condition '55' modified to clause '6.55.'
56. No drainage, effluent, waste, soil or other materials must enter or be directed to railway land or stored or deposited on railway land.	**6.56.** No drainage, effluent, waste, soil or other materials must enter or be directed to railway land or stored or deposited on railway land.	Condition '56' modified to clause '6.56.'
Road Infrastructure 57. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any new vehicle crossing must be constructed: (a) in accordance with any requirements or conditions imposed by Council; (b) Demonstrating satisfactory access into and out of the site with a vehicle ground clearance check using the B99 design vehicle, and be fully dimensioned with actual reduced levels	**Road Infrastructure** **6.57.** Before the building is occupied, or by such later date as approved in writing by the responsible authority, any new vehicle crossing must be constructed: (a) in accordance with any requirements or conditions imposed by Council; (b) Demonstrating satisfactory access into and out of the site with a vehicle ground clearance check using the B99 design vehicle, and be fully dimensioned with actual reduced levels	Condition '57' modified to clause '6.57.' Reference to 'the permit holder' modified to reference the 'developer.'

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(to three decimal places) as per Council's Vehicle Crossing Information Sheet; (c) at the permit holder's cost; and (d) to the satisfaction of the Responsible Authority. (e) The edge of the vehicle crossing must comply with the minimum setback from the two electrical poles as required by the relevant power authority and Yarra Trams. If there is a requirement to relocate the poles, The Permit Holder must obtain the consent of the relevant power authority and Yarra Trams. All costs associated with the relocation will be at the Permit Holder's cost (f) The vehicle crossing shall be constructed in accordance with Department of Infrastructure's and City of Yarra's requirements and specifications.	(to three decimal places) as per Council's Vehicle Crossing Information Sheet; (c) at the developer's cost; and (d) to the satisfaction of the responsible authority. (e) The edge of the vehicle crossing must comply with the minimum setback from the two electrical poles as required by the relevant power authority and Yarra Trams. If there is a requirement to relocate the poles, the developer must obtain the consent of the relevant power authority and Yarra Trams. All costs associated with the relocation will be at the developer's cost (f) The vehicle crossing shall be constructed in accordance with Department of Infrastructure's and City of Yarra's requirements and specifications.	
58. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, all building works and connections for underground utility services, the footpaths along the property's Swan Streets and Burnley Street (service road) frontages must be reconstructed (including kerb and channel): (a) at the permit holder's cost; and (b) to the satisfaction of the Responsible Authority.	**6.58.** Before the building is occupied, or by such later date as approved in writing by the responsible authority, all building works and connections for underground utility services, the footpaths along the property's Swan Streets and Burnley Street (service road) frontages must be reconstructed (including kerb and channel): (a) at the developer's cost; and (b) to the satisfaction of the responsible authority.	Condition '58' modified to clause '6.58.' Reference to 'the permit holder' modified to reference the 'developer.'
59. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the full width road pavement of the Burnley Street service road (from west kerb to east kerb line) from the southern limit of the development to Swan Street must be profiled and re-sheeted:	**6.59.** Before the building is occupied, or by such later date as approved in writing by the responsible authority, the full width road pavement of the Burnley Street service road (from west kerb to east kerb line) from the southern limit of the development to Swan Street must be profiled and re-sheeted:	Condition '59' modified to clause '6.59.'

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(a) at the permit holder's cost; and (b) to the satisfaction of the Responsible Authority.	(a) at the developer's cost; and (b) to the satisfaction of the responsible authority.	Reference to 'the permit holder' modified to reference the 'developer.'
60. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the half-width road pavement of Swan Street (from south kerb to tramway tracks) from the western limit of the development to the eastern limit of the development must be profiled and re-sheeted (including the reinstatement of all road markings): (a) at the permit holder's cost; (b) to the satisfaction of any other relevant authority; and (c) to the satisfaction of the Responsible Authority.	**6.60.** Before the building is occupied, or by such later date as approved in writing by the responsible authority, the half-width road pavement of Swan Street (from south kerb to tramway tracks) from the western limit of the development to the eastern limit of the development must be profiled and re-sheeted (including the reinstatement of all road markings): (a) at the developer's cost; (b) to the satisfaction of any other relevant authority; and (c) to the satisfaction of the responsible authority.	Condition '60' modified to clause '6.60.' Reference to 'the permit holder' modified to reference the 'developer.'
61. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any isolated areas of road pavement failure as a consequence of construction traffic impacts must be reconstructed: (a) at the permit holder's cost; (b) to the satisfaction of any other relevant authority; and (c) to the satisfaction of the Responsible Authority.	**6.61.** Before the building is occupied, or by such later date as approved in writing by the responsible authority, any isolated areas of road pavement failure as a consequence of construction traffic impacts must be reconstructed: (a) at developer's cost; (b) to the satisfaction of any other relevant authority; and (c) to the satisfaction of the responsible authority.	Condition '61' modified to clause '6.61.' Reference to 'the permit holder' modified to reference the 'developer.'
62. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority the relocation of any service poles, structures or pits necessary to facilitate the development must be undertaken: (a) at the permit holder's cost; and	**6.62.** Before the building is occupied, or by such later date as approved in writing by the responsible authority the relocation of any service poles, structures or pits necessary to facilitate the development must be undertaken: (a) at the developer's cost; and	Condition '62' modified to clause '6.62.' Reference to 'the permit holder'

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(b) to the satisfaction of the Responsible Authority.	(b) to the satisfaction of the responsible authority.	modified to reference the 'developer.'
63. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any redundant vehicular crossing must be demolished and re-instated as standard footpath and kerb and channel: (a) at the permit holder's cost; and (b) to the satisfaction of the Responsible Authority.	**6.63.** Before the building is occupied, or by such later date as approved in writing by the responsible authority, any redundant vehicular crossing must be demolished and re-instated as standard footpath and kerb and channel: (a) at the developer's cost; and (b) to the satisfaction of the responsible authority.	Condition '63' modified to clause '6.63.' Reference to 'the permit holder' modified to reference the 'developer.'
64. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the removal of any kerbside parking sensors and any reinstatement of parking sensors will require the Permit Holder to pay Council the cost of each parking sensor taken out from the kerb/footpath/roadway. Any costs associated with the reinstatement of road infrastructure due to the removal of the parking sensors must also be borne by the Permit Holder.	**6.64.** Before the building is occupied, or by such later date as approved in writing by the responsible authority, the removal of any kerbside parking sensors and any reinstatement of parking sensors will require the developer to pay Council the cost of each parking sensor taken out from the kerb/footpath/roadway. Any costs associated with the reinstatement of road infrastructure due to the removal of the parking sensors must also be borne by the developer.	Condition '64' modified to clause '6.64.' Reference to 'the permit holder' modified to reference the 'developer.'
65. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the four bike hoops located on Burnley Street must be re-located within the sites frontages: (a) at the permit holder's cost; and (b) in a location and manner, to the satisfaction of the Responsible Authority.	**6.65.** Before the building is occupied, or by such later date as approved in writing by the responsible authority, the four bike hoops located on Burnley Street must be re-located within the site's frontages: (a) at the developer's cost; and (b) in a location and manner, to the satisfaction of the responsible authority.	Condition '58' modified to clause '6.58.' Reference to 'the permit holder' modified to reference the 'developer.' Reference to the satisfaction of the responsibility has been included within clause 6.65(b) and

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		should be included after the provision.
Lighting 66. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, a public lighting design scheme along the development's road frontages (including along the pedestrian link to Burnley Train Station) demonstrating adequate lighting levels for pedestrians as per Australian Standard requirements must be submitted to and approved by the Responsible Authority. Notations must confirm that the lighting scheme has been approved by CitiPower and all lighting infrastructure and hardware will be funded by the Permit Holder.	**Lighting** **6.66.** Before the building is occupied, or by such later date as approved in writing by the responsible authority, a public lighting design scheme along the development's road frontages (including along the pedestrian link to Burnley Train Station) demonstrating adequate lighting levels for pedestrians as per Australian Standard requirements must be submitted to and approved by the responsible authority. Notations must confirm that the lighting scheme has been approved by CitiPower and all lighting infrastructure and hardware will be funded by the developer.	Condition '66' modified to clause '6.66.' Reference to 'the permit holder' modified to reference the 'developer.'
67. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, external lighting capable of illuminating access to the pedestrian and vehicular entrances must be provided on the subject site. Lighting must be: (a) located; (b) directed; (c) shielded; and (d) of limited intensity to the satisfaction of the Responsible Authority.	**6.67.** Before the building is occupied, or by such later date as approved in writing by the responsible authority, external lighting capable of illuminating access to the pedestrian and vehicular entrances must be provided on the subject site. Lighting must be: (a) located; (b) directed; (c) shielded; and (d) of limited intensity to the satisfaction of the responsible authority.	Condition '67' modified to clause '6.67.' Reference to 'the permit holder' modified to reference the 'developer.' Reference to the satisfaction of the responsibility has been included within clause 6.67(e) and should be included after the provision.
General 68. The amenity of the area must not be detrimentally affected by the use or development, including through:	**General** **6.68.** The amenity of the area must not be detrimentally affected by the use or development, including through:	Condition '68' modified to clause '6.68.'

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(a) the transport of materials, goods or commodities to or from land; (b) the appearance of any buildings, works or materials; (c) the emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil, or (d) the presence of vermin. to the satisfaction of the Responsible Authority.	(a) the transport of materials, goods or commodities to or from land; (b) the appearance of any buildings, works or materials; (c) the emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil, or (d) the presence of vermin to the satisfaction of the responsible authority.	
69. Except with the prior written consent of the Responsible Authority, delivery and collection of goods to and from the land may only occur between 7am and 10pm on any day.	**6.69.** Except with the prior written consent of the responsible authority, delivery and collection of goods to and from the land may only occur between 7am and 10pm on any day.	Condition '69' modified to clause '6.69.'
70. Finished floor levels shown on the endorsed plans must not be altered or modified without the prior written consent of the Responsible Authority.	**6.70.** Finished floor levels shown on the endorsed plans must not be altered or modified without the prior written consent of the responsible authority.	Condition '70' modified to clause '6.70.'
71. Before the building is occupied, any wall located on a boundary facing public property must be treated with a graffiti proof finish to the satisfaction of the Responsible Authority.	**6.71.** Before the building is occupied, any wall located on a boundary facing public property must be treated with a graffiti proof finish to the satisfaction of the responsible authority.	Condition '71' modified to clause '6.71.'
72. The development must comply at all times with the State Environment Protection Policy – Control of Noise from Commerce, Industry and Trade (SEPP N-1).	**6.72.** The development must comply at all times with the State Environment Protection Policy – Control of Noise from Commerce, Industry and Trade (SEPP N-1).	Condition '72' modified to clause '6.72.'
73. The uses must comply at all times with the State Environment Protection Policy – Control of Music Noise from Public Premises (SEPP N-2).	**6.73.** The uses must comply at all times with the State Environment Protection Policy –Control of Music Noise from Public Premises (SEPP N-2).	Condition '73' modified to clause '6.73.'
74. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, all new on-boundary walls must be cleaned and finished to the satisfaction of the Responsible Authority.	**6.74.** Before the building is occupied, or by such later date as approved in writing by the responsible authority, all new on-boundary walls must be cleaned and finished to the satisfaction of the responsible authority.	Condition '74' modified to clause '6.74.'

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75. All buildings and works must be maintained in good order and appearance to the satisfaction of the Responsible Authority.	**6.75.** All buildings and works must be maintained in good order and appearance to the satisfaction of the responsible authority.	Condition '75' modified to clause '6.75.'
76. All pipes, fixtures, fittings and vents servicing any building on the land must be concealed in service ducts or otherwise hidden from view to the satisfaction of the Responsible Authority.	**6.76.** All pipes, fixtures, fittings and vents servicing any building on the land must be concealed in service ducts or otherwise hidden from view to the satisfaction of the responsible authority.	Condition '76' modified to clause '6.76.'
77. Except with the prior written consent of the Responsible Authority, demolition or construction works must not be carried out: (a) Monday-Friday (excluding public holidays) before 7 am or after 6 pm; (b) Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday) before 9 am or after 3 pm; or (c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.	**6.77.** Except with the prior written consent of the responsible authority, demolition or construction works must not be carried out: (a) Monday-Friday (excluding public holidays) before 7 am or after 6 pm; (b) Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday) before 9 am or after 3 pm; or (c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.	Condition '77' modified to clause '6.77.'
Construction Management Plan 78. Before the development commences, a Construction Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and will form part of this permit. The plan must provide for: (a) a pre-conditions survey (dilapidation report) of the land and all adjacent Council roads frontages and nearby road infrastructure; (b) works necessary to protect road and other infrastructure; (c) remediation of any damage to road and other infrastructure;	**Construction Management Plan** **6.78.** Before the development commences, a Construction Management Plan to the satisfaction of the responsible authority must be submitted to and approved by the responsible authority. When approved, the plan will be endorsed and will form part of this Incorporated Document. The plan must provide for: (a) a pre-conditions survey (dilapidation report) of the land and all adjacent Council roads frontages and nearby road infrastructure; (b) works necessary to protect road and other infrastructure; (c) remediation of any damage to road and other infrastructure;	Condition '78' modified to clause '6.78.' Reference to 'the permit holder' modified to reference the 'developer.' Inconsequential formatting errors have been made.

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(d) containment of dust, dirt and mud within the land and method and frequency of clean up procedures to prevent the accumulation of dust, dirt and mud outside the land, (e) facilities for vehicle washing, which must be located on the land; (f) the location of loading zones, site sheds, materials, cranes and crane/hoisting zones, gantries and any other construction related items or equipment to be located in any street; (g) site security; (h) management of any environmental hazards including, but not limited to,: (i) contaminated soil; (ii) materials and waste; (iii) dust; (iv) stormwater contamination from run-off and wash-waters; (v) sediment from the land on roads; (vi) washing of concrete trucks and other vehicles and machinery; and (vii) spillage from refuelling cranes and other vehicles and machinery; (i) the construction program; (j) preferred arrangements for trucks delivering to the land, including delivery and unloading points and expected duration and frequency; (k) parking facilities for construction workers; (l) measures to ensure that all work on the land will be carried out in accordance with the Construction Management Plan; (m) an outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services;	(d) containment of dust, dirt and mud within the land and method and frequency of clean up procedures to prevent the accumulation of dust, dirt and mud outside the land; (e) facilities for vehicle washing, which must be located on the land; (f) the location of loading zones, site sheds, materials, cranes and crane/hoisting zones, gantries and any other construction related items or equipment to be located in any street; (g) site security; (h) management of any environmental hazards including, but not limited to: i. contaminated soil; ii. materials and waste; iii. dust; iv. stormwater contamination from run-off and wash-waters; v. sediment from the land on roads; vi. washing of concrete trucks and other vehicles and machinery; and vii. spillage from refuelling cranes and other vehicles and machinery; (i) the construction program; (j) preferred arrangements for trucks delivering to the land, including delivery and unloading points and expected duration and frequency; (k) parking facilities for construction workers; (l) measures to ensure that all work on the land will be carried out in accordance with the Construction Management Plan; (m) an outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services;	

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(n) an emergency contact that is available for 24 hours per day for residents and the Responsible Authority in the event of relevant queries or problems experienced; (o) the provision of a traffic management plan to comply with provisions of AS 1742.3-2002 Manual of uniform traffic control devices - Part 3: Traffic control devices for works on roads; (p) a Noise and Vibration Management Plan showing methods to minimise noise and vibration impacts on nearby properties and to demonstrate compliance with Noise Control Guideline 12 for Construction (Publication 1254) as issued by the Environment Protection Authority in October 2008. The Noise and Vibration Management Plan must be prepared to the satisfaction of the Responsible Authority. In preparing the Noise and Vibration Management Plan, consideration must be given to: (i) using lower noise work practice and equipment; (ii) the suitability of the land for the use of an electric crane; (iii) silencing all mechanical plant by the best practical means using current technology; (iv) fitting pneumatic tools with an effective silencer; (v) other relevant considerations; and (q) any site-specific requirements. During the construction: (r) any stormwater discharged into the stormwater drainage system must be in compliance with Environment Protection Authority guidelines;	(n) an emergency contact that is available for 24 hours per day for residents and the responsible authority in the event of relevant queries or problems experienced; (o) the provision of a traffic management plan to comply with provisions of AS 1742.3-2002 Manual of uniform traffic control devices -Part 3: Traffic control devices for works on roads; (p) a Noise and Vibration Management Plan showing methods to minimise noise and vibration impacts on nearby properties and to demonstrate compliance with Noise Control Guideline 12 for Construction (Publication 1254) as issued by the Environment Protection Authority in October 2008. The Noise and Vibration Management Plan must be prepared to the satisfaction of the responsible authority. In preparing the Noise and Vibration Management Plan, consideration must be given to: i. using lower noise work practice and equipment; ii. the suitability of the land for the use of an electric crane; iii. silencing all mechanical plant by the best practical means using current technology; iv. fitting pneumatic tools with an effective silencer; v. other relevant considerations; and (q) any site-specific requirements. During the construction: (r) any stormwater discharged into the stormwater drainage system must comply with Environment Protection Authority guidelines;	

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(s) stormwater drainage system protection measures must be installed as required to ensure that no solid waste, sediment, sand, soil, clay or stones from the land enters the stormwater drainage system; (t) vehicle borne material must not accumulate on the roads abutting the land; (u) the cleaning of machinery and equipment must take place on the land and not on adjacent footpaths or roads; and (v) all litter (including items such as cement bags, food packaging and plastic strapping) must be disposed of responsibly.	(s) stormwater drainage system protection measures must be installed as required to ensure that no solid waste, sediment, sand, soil, clay or stones from the land enters the stormwater drainage system; (t) vehicle borne material must not accumulate on the roads abutting the land;(u) (u) the cleaning of machinery and equipment must take place on the land and not on adjacent footpaths or roads; and(v) (v) all litter (including items such as cement bags, food packaging and plastic strapping) must be disposed of responsibly.	
~~Time expiry~~ ~~79. This permit will expire if:~~ ~~(a) the development is not commenced within two years of the date of this permit;~~ ~~(b) the development is not completed within four years of the date of this permit;~~ ~~The Responsible Authority may extend the periods referred to if a request is made in writing before the permit expires or within six months afterwards for commencement or within twelve months afterwards for completion.~~		This would no longer be required due to the inclusion of Schedule 13 to Clause 45.12 (Specific Controls Overlay). Proposed Clause 7 of the overlay requires: ***7.0 DEVELOPMENT TIME LIMIT*** *Notwithstanding other provisions of these requirements, the development permitted by this Incorporated Document will expire if one of the following*

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		circumstances applies: • *The development is not started within one year of the date of the gazettal of amendment C282yara to the Yarra Planning Scheme.* • *If a new development proposal is applied for.* *The Minister for Planning may extend the periods referred to if a request is made in writing before these controls expire or within 6 months afterwards.*
Notes: • The site is located within an Environmental Audit Overlay. Pursuant to Clause 45.03 of the Yarra Planning Scheme, the requirements of the Environmental Audit Overlay must be met prior to the commencement of development permitted under the permit. • A building permit may be required before development is commenced. Please contact Council's Building Services on 9205 5555 to confirm.	**Notes:** • The site is located within an Environmental Audit Overlay. Under Clause 45.03 of the Yarra Planning Scheme, the requirements of the Environmental Audit Overlay must be met prior to the commencement of development permitted under the Incorporated Document. • A building permit may be required before development is commenced. Please contact Council's Building Services on 9205 5555 to confirm.	Reference to 'permit' has been modified to 'incorporated document'

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• A vehicle crossing permit is required for the construction of the vehicle crossing(s). Please contact Council's Construction Management Branch on 9205 5555 for further information.	• A vehicle crossing permit is required for the construction of the vehicle crossing(s). Please contact Council's Construction Management Branch on 9205 5555 for further information.	
• Provision must be made for drainage of the site to a legal point of discharge. Please contact Council's Building Services on 9205 5555 for further information.	• Provision must be made for drainage of the site to a legal point of discharge. Please contact Council's Building Services on 9205 5555 for further information.	
• Areas must be provided inside the property line and adjacent to the footpath to accommodate pits and meters. No private pits, valves or meters on Council property will be accepted.	• Areas must be provided inside the property line and adjacent to the footpath to accommodate pits and meters. No private pits, valves or meters on Council property will be accepted.	
• All future employees within the development approved under this permit will not be permitted to obtain business parking permits.	• All future employees within the development approved under this Incorporated Document will not be permitted to obtain business parking permits.	
• A local law permit (e.g. Asset Protection Permit, Road Occupation Permit) may be required before development is commenced. Please contact Council's Construction Management Branch on Ph. 9205 5555 to confirm.	• A local law permit (e.g. Asset Protection Permit, Road Occupation Permit) may be required before development is commenced. Please contact Council's Construction Management Branch on Ph. 9205 5555 to confirm.	
• The applicant must apply for a Legal Point of Discharge under Regulation 133 – Stormwater Drainage of the *Building Regulations* 2018 from Yarra Building Services unit. Any storm water drainage within the property must be provided and be connected to the nearest Council pit of adequate depth and capacity (legal point of discharge), or to Council's satisfaction under Section 200 of the *Local Government Act* 1989 and Regulation 133.	• The applicant must apply for a Legal Point of Discharge under Regulation 133 –Stormwater Drainage of the Building Regulations 2018 from Yarra Building Services unit. Any storm water drainage within the property must be provided and be connected to the nearest Council pit of adequate depth and capacity (legal point of discharge), or to Council's satisfaction under Section 200 of the Local Government Act 1989 and Regulation 133.	
• Any services poles, structures or pits that interfere with the proposal must be adjusted, removed or relocated at the	• Any services poles, structures or pits that interfere with the proposal must be adjusted, removed or relocated at the	

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owner's expense after seeking approval from the relevant authority. • Areas must be provided inside the property line and adjacent to the footpath to accommodate pits and meters. No private pits, valves or meters on Council property will be accepted. • Except with the prior written consent of the Responsible Authority, Council assets must not be altered in any way. • No parking restriction signs or line-marked on-street parking bays are to be removed, adjusted, changed or relocated without approval or authorisation from Council's Parking Management unit and Construction Management branch. Any on-street parking reinstated (signs and line markings) as a result of development works must be approved by Council's Parking Management unit. • Only roof runoff, surface water and clean groundwater seepage from above the water table can be discharged into Council drains. • Council will not permit clean groundwater from below the groundwater table to be discharged into Council's drainage system. Basements that extend into the groundwater table must be waterproofed/tanked. • The developer needs to ensure that the building has adequate clearances from overhead power cables, transformers, substations or any other electrical assets where applicable. Energy Safe Victoria has published an information brochure, Building design near powerlines, which can be obtained from their website:	owner's expense after seeking approval from the relevant authority. • Areas must be provided inside the property line and adjacent to the footpath to accommodate pits and meters. No private pits, valves or meters on Council property will be accepted. • Except with the prior written consent of the responsible authority, Council assets must not be altered in any way. • No parking restriction signs or line-marked on-street parking bays are to be removed, adjusted, changed or relocated without approval or authorisation from Council's Parking Management unit and Construction Management branch. Any on-street parking reinstated (signs and line markings) as a result of development works must be approved by Council's Parking Management unit. • Only roof runoff, surface water and clean groundwater seepage from above the water table can be discharged into Council drains. • Council will not permit clean groundwater from below the groundwater table to be discharged into Council's drainage system. Basements that extend into the groundwater table must be waterproofed/tanked. • The developer needs to ensure that the building has adequate clearances from overhead power cables, transformers, substations or any other electrical assets where applicable. Energy Safe Victoria has published an information brochure, Building design near powerlines, which can be obtained from their website:	

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http://www.esv.vic.gov.au/About-ESV/Reports-and-publications/Brochures-stickers-and-DVDs	http://www.esv.vic.gov.au/About-ESV/Reports-andpublications/Brochures-stickers-and-DVDs	

Attachment 4 - PLN20/0006 - 462 - 482 Swan Street, Richmond - VicTrack referral comments

Our Ref: CSM 53739

25 June 2020

Ms Mary Osman

Manager of Planning

Yarra City Council
PO BOX 168
RICHMOND VIC 3121

Emailed to: Info@yarracity.vic.gov.au

Dear Ms Osman

Planning Permit Application No: PLN20/0006
462-482 Swan Street RICHMOND

We refer to Council's correspondence notifying VicTrack under section 52 of the Planning and Environment Act 1987 of a planning application for land at the above address.

The application seeks approval for demolition and works to construct a 13 storey office, retail and food outlet building with 1 level of plant and 2 basement car park levels.

VicTrack is owner of the majority of Victoria's railway land and infrastructure, including the land abutting the application site. The rail corridor is located on the application site's southern boundary. This land is leased to Metro Trains Melbourne (MTM). The common boundary is approximately 7 m from the nearest railway asset (overhead power lines / track / signal box).

Pursuant to the *Transport Integration Act 2010*, VicTrack manages rail land, infrastructure and assets on behalf of the State. As such, our interest in this application relates to the proposed interface arrangement with railway land and to ensure that during construction and on an ongoing basis that rail infrastructure and services are protected to minimise damage and delays.

Metro Trains and DoT have been forwarded the application and documentation for comment.

NO OBJECTION

The plans have been reviewed in the context of the site and the abutting railway land.

We note that the plans show the basement walls and levels 1–3 are built onto the common boundary, with extensive glazing of levels 1-3. This creates an implied

VicTrack
Level 8, 1010 La Trobe St Docklands VIC 3008
GPO Box 1681 Melbourne VIC 3001
T 1300 VICTRACK (1300 842 872)
victrack.com.au

VicTrack

easement over VicTrack land and also requires that maintenance of those levels requires access to the rail corridor. VicTrack seeks to encourage outcomes where a development can be maintained from within the property boundary and without entry into the rail corridor.

VicTrack seeks a minimum of 1 m setback to allow for maintenance and fire protection to be wholly conducted within the site's boundary.

In the instance that Council decides to issue a permit, VicTrack would request that a setback be provided and the following conditions be included on the permit to protect railway land, infrastructure and rail operations and ensure rail safety during construction:

1. All boundary fences and walls to be treated with a graffiti proof finish and any graffiti that appears on the wall must be cleaned and removed as soon as practicable.

2. The permit holder must not, at any time:
    a. allow any drainage, effluent, waste, soil or other materials to enter or be directed to the railway land; or
    b. store or deposit any waste, soil or other materials on the railway land.

3. Prior to the commencement of wok on site detailed construction / engineering plans and computations for any construction abutting railway infrastructure or railway land must be submitted and approved by Vic Track and the Head, Transport for Victoria. The plans must detail all excavation design and controls of the site adjacent to the railway corridor having any impact on railway land. The design Plans must ensure compliance with:

    c. building clearances to aerial power lines as per the applicable Victorian Electrical Safety (Installations) regulations;
    d. design loadings for the building from the nearest rail track is in compliance with AS5100.2-2017 Design Loads and Part 4 AS1170.4 Earthquake action Australia; and
    e. working adjacent to overhead power to the satisfaction of the RO.
    f. all excavation of the site adjacent to the railway corridor having any impact on the railway land
    g. the design features of the development (including appropriate screening to balconies) that will be implemented by the permit holder to ensure that objects cannot be projected into the rail corridor
    h. demonstration that the materials and colours of the development will not cause reflections or glare that may interfere with train driver operations and must avoid using red, green or yellow colour schemes or shapes capable of being mistaken for train signals. (This information must be supported by advice from a suitably qualified consultant).

4. The development must be constructed in accordance with the endorsed detailed construction/engineering plans and computations to the satisfaction of and at no

cost to VicTrack and the Head, Transport for Victoria. The endorsed detailed construction/engineering plans and computations must not be modified except with the prior written consent of VicTrack and the Head, Transport for Victoria.

5. The permit holder must not enter any railway land without the written consent of the Rail Operator. If the permit holder has obtained the Rail Operator's written consent to enter the railway land, the permit holder must comply with the Rail Operator's Site Access Procedures, conditions and safety requirements when accessing the railway land. The permit holder must comply with the Rail Operator's reasonable requirements for works on, over or adjacent to the railway land. The rail operator contact is: metrositeaccess@metrotrains.com.au

6. Before development starts (including demolition and bulk excavation), all necessary construction control agreements and indemnity agreements must be prepared and entered into with VicTrack and the Head, Transport for Victoria to the satisfaction of and at no cost to VicTrack and Head Transport for Victoria.

7. The permit holder must not carry out, or allow to be carried out, any excavation, filling or construction on the common boundary between the subject land and the railway land unless it has obtained the prior written approval of VicTrack and the Rail Operator.

8. All works, including hoardings, must be undertaken within the subject land and must not encroach onto the railway land.

9. The permit holder must not at any time erect lighting (permanent or temporary) that interferes with the visibility of signals and rail lines by train drivers.

10. The permit holder must not install, or cause to be installed, any permanent or temporary ground anchors within the railway land.

11. Before development starts (including demolition and bulk excavation), a Demolition and Construction Management Plan must be submitted to and approved by the VicTrack and the Head, Department on Transport. When approved, the Demolition and Construction Management Plan will form a part of this permit. The Demolition and Construction Management Plan must include (but not be limited to) details of the buildings, works and other measures necessary to:

    a) protect railway land, track, overhead power and associated infrastructure;
    b) prevent disruption to the operation of the railway;
    c) the remediation of any damage to railway land, track, overhead power and associated infrastructure;
    d) access to the railway land during demolition and construction of the development (if required);

e) arrangements for:

i. any hoarding associated with the construction of the development that encroaches onto or overhangs railway land;
ii. the excavation, filling, earthworks or construction associated with the development occurring on or next to the boundary of the railway land;
iii. the deposit or store of waste, fill or other materials associated with the development on the railway land;
iv. air and dust management;
v. operating hours;
vi. noise and vibration controls;
vii. the security of the railway land and associated infrastructure; and

g) the safety requirements relevant to the railway land and associated infrastructure and the operation of the railway.

All demolition and construction works must be carried out in accordance with the approved Demolition and Construction Management Plan unless with the prior written consent of VicTrack and the Head, Transport for Victoria. The Demolition and Construction Management Plan must be prepared, implemented and monitored at no cost to the satisfaction of VicTrack and the Head, Transport for Victoria.

Before the commencement of the development, including demolition or bulk excavation, the permit holder must contact VicTrack through the email address External.Property@VICTRACK.com.au to obtain the VicTrack's conditions and safety requirements for works on, over or adjacent to the railway land.

Given the importance of these issues to VicTrack, I would be grateful for confirmation or otherwise that you will use your discretion and apply our suggested conditions.

For our records, we would appreciate a copy of Council's decision be forwarded to VicTrack at your earliest convenience.

Should you have any queries, please contact me on 03 9619 0222 or kate.kraft@victrack.com.au.

Yours sincerely

KATE KRAFT
Planning Manager

VicTrack

Attachment 5 - PLN20/0006 - 462 - 482 Swan Street, Richmond - Engineering advice regarding road discontinuance

King, Michelle

From: Pisani, Mark
Sent: Friday, 26 June 2020 2:40 PM
To: King, Michelle
Subject: RE: 476-482 Swan St Richmond VIC 3121

Hi Michelle

A check of the Title Plan TP 686205P (Volume 5794 Folio) shows a 10' (or 3.048 metre) wide 'Road' extending from Swan Street to a point 100' (or 30.48 metres) further south.

Whilst the parcel of land is known as a 'road' on title, a check of Council's GIS and Register of Public Roads indicates that this road is not listed as a Council controlled road.

Bill is correct in mentioning that there are numerous 'roads' throughout the municipality that are not listed in the Roads Register or even on Council's asset management database.

In this case, a parcel of land known as a 'road' on title would need to be discontinued under the provisions of the *Local Government Act* 1989. The discontinued land would be purchased from Council.

From a road management perspective, the 'road' would no longer be reasonably required for public use as it would be absorbed into the new development site.

A right-of-carriageway easement could be extinguished if the property owner is the registered proprietor of both the dominant and servient lots (I believe this would case here). Easements can be removed under section 32 of the *Subdivision Act* 1988 (Peter Louden may be able to shed some light on this).

Interestingly, the parcel of land in question is a carriageway easement on one title and a 'Road' on another. Title Plan TP 686205P was created in 1932 and Title Plan TP592681C (Volume 8972 Folio 017) was created in 1973. The status of 'Road' cannot be expunged unless a formal discontinuance takes place. 'Roads that have undergone the discontinuance are normally indicated with 'Discontinued' on title, with the word 'road' striked through.

In light of the above, I agree with Bill in that the parcel of land is a 'road' and could be discontinued by way of condition.

I hope this information is helpful.

Regards

Mark

Mark Pisani
Senior Development Engineer
Traffic and Civil Engineering

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Attachment 6 - Report

PLN20/0006 - 462 - 482 Swan Street, Richmond - Construction of a thirteen storey building (including one level of plant, plus two basement levels), reduction in the car parking requirement associated with the retail/food and drinks premises and office uses (no permit required for uses) and alteration of access to a Road Zone, Category 1

Executive Summary

Purpose

1. This report provides an assessment of the proposal at 462 – 482 Swan Street, Richmond, for the construction of a thirteen storey building (including one level of plant, plus two basement levels), reduction in the car parking requirement associated with the retail/food and drinks premises and office uses (no permit required for uses) and alteration of access to a Road Zone, Category 1

Key Planning Considerations

2. Key planning considerations include:

   (a) clause 15.01 – Urban Environment;
   (b) clause 21.05 – Built Form;
   (c) clause 22.10 – Built Form and Design Policy;
   (d) clause 22.05 – Interface Uses Policy;
   (e) clause 34.01 – Commercial 1 Zone;
   (f) clause 43.02 – Design and Development Overlay (Schedule 14);
   (g) clause 52.06 – Car Parking; and
   (h) clause 52.29 – Alteration of Access to a Road Zone, Category 1.

Key Issues

3. The key issues for Council in considering the proposal relate to:

   (a) Policy and Strategic Support;
   (b) Built form and Urban Design including Affordability;
   (c) On-site amenity including Environmentally Sustainable Design;
   (d) Off-site amenity including City Link Exhaust Stacks and Waste Management;
   (e) Car parking, traffic and alteration of access;
   (f) Bicycle facilities and strategic transport; and
   (g) Objector concerns.

Submissions Received

4. Thirteen (13) objections were received to the application, these can be summarised as:

   (a) Built form and massing
      (i) Height and mass of the development is inconsistent with the existing neighbourhood character;
      (ii) Inadequate upper level setbacks;
      (iii) Building should provide greater footpaths around;
      (iv) Building separation is inadequate; and
      (v) Development not in keeping with historic low-scale precinct.

   (b) Use and Off-Site Amenity Impacts:
      (i) Loss of views;
      (ii) Overshadowing of the public realm; and

(iii) Wind impacts.

(c) Traffic and Car Parking:
(i) Too many car parks provided on-site, additional traffic cannot be supported within local road network; and
(ii) Not enough car parks provided on-site, the on-street car parking is already at capacity and cannot cater to overflow from development.

(d) Other:
(i) Due to COVID-19 there is no longer a need for large-format office space;
(ii) The office layout would not allow for social distancing or safe use of lifts due to the COVID-19 pandemic; and
(iii) Amendment C185/Planning Permit PLN15/0057 provided significant community benefits (including a supermarket) to justify the preferred DDO14 height.

Conclusion

5. Based on the following report, the proposal is considered to comply with the relevant planning policy and should therefore be supported subject to the following key recommendations:

(a) Modifications to the south-western corner and upper levels of the development, including at level 10, the west façade setback to a minimum 13.5 metres for the entire west elevation south of where the building currently indents to 10.97 metres. The level 11 setback is to accord with these requirements, with the south-western Level 11 terrace relocated to Level 10.

(b) Inclusion of a setback at the level 11 the eastern façade, to a minimum 6.23 metres from the eastern boundary for the section from 1 metre south of Gridline 3 to the southern façade.

(c) Inclusion of a condition requiring the southern setback of the upper levels of the development to be further setback, or lowered in height, to further reduce the extent of overshadowing experienced to the southern Burnley Station platform.

(d) Requirement for the owner (or another person in anticipation of becoming the owner) to enter into a Section 173 Agreement with the Responsible Authority to facilitate the provision of affordable commercial space, or provide an equivalent community benefit.

(e) Requirement for a shared zone to be delivered within the Burnley Street service road.

(f) Requirement for the Sustainable Management Plan to be updated to ensure a zero net carbon performance standard, as defined by the Green Building Council of Australia, forming part of a minimum 5 Star Green Star certified rating.

CONTACT OFFICER: **Michelle King**
TITLE: **Principal Planner**
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1.2 PLN20/0006 - 462 - 482 Swan Street, Richmond - Construction of a thirteen storey building (including one level of plant, plus two basement levels), reduction in the car parking requirement associated with the retail/food and drinks premises and office uses (no permit required for uses) and alteration of access to a Road Zone, Category 1

Reference: D20/92444
Authoriser: Manager Statutory Planning

Ward:	Melba
Proposal:	PLN20/0006 - 462 - 482 Swan Street, Richmond - Construction of a thirteen storey building (including one level of plant, plus two basement levels), reduction in the car parking requirement associated with the retail/food and drinks premises and office uses (no permit required for uses) and alteration of access to a Road Zone, Category 1
Existing use:	Timberyard/Dwellings
Applicant:	Human Habitats
Zoning / Overlays:	Commercial 1 Zone Environmental Audit Overlay (EAO) Design and Development Overlay (Schedule 2) Design and Development Overlay (Schedule 5) Design and Development Overlay (Schedule 14) Adjoining Road Zone, Category 1
Date of Application:	6 January 2020
Application Number:	PLN20/0006

Planning History

6. The subject site has a long planning history of relevance to this application.

Planning Application No. PLN12/0505 & Planning Scheme Amendment C153

7. A Section 96A amendment application (PLN12/0505) was submitted to Council on 14 June 2012. The application sought to undertake a combined planning permit and planning scheme amendment process (Amendment C153) to facilitate the development of a 17 storey mixed-use building (comprising retail, including a supermarket, offices and 295 apartments) and proposed to rezone the land from Business 4 Zone to Business 1 Zone.

8. At a Council meeting conducted on 5 June 2012, Council resolved to adopt the ***Business and Industrial Land Strategy,*** incorporating a number of changes to the draft strategy which in part identified a number of sites eligible for rezoning. Council resolved to retain the existing zone in a number of precincts, including precinct BS13 (in which the subject site was located). The proposed Amendment C153 was therefore not supported as the rezoning would be inconsistent with the adopted ***Business and Industrial Land Strategy***.

Planning Permit No. PLN15/0057 & Planning Scheme Amendment C185

9. A subsequent 96A amendment application (PLN15/0057) was received on 30 January 2015. The application sought to undertaken a combined planning permit and planning scheme amendment process (Amendment C185), which resulted in the following:

   (a) Amendment C185 was approved, with the notice of the approval published in the Victorian Government Gazette on 25 January 2018, allowing the land at 462 - 482 Swan

Street Richmond to be rezoned from a Commercial 2 Zone to a Commercial 1 Zone and the application of a site specific Design and Development Overlay (DDO14) and Environment Audit Overlay to the land.

(b) Planning Permit PLN15/0057 was issued on 31 January 2018 by Council at the direction of the Minister for Planning pursuant to Section 96J of the *Planning and Environment Act* 1987 (the Act). The permit allows the use and development of the land for a mixed use development comprising two buildings (part 3-10 storey and part 3-12 storey) containing dwellings, a supermarket, retail, offices, gymnasium (with swimming pool) (permit required for dwellings and restricted recreation facility only), a reduction in the car parking requirement and buildings and works including an alteration to a Road Zone (Category 1) (Figure 1).

10. An extension of time was recently granted to this planning permit. The development must now commence no later than 31 January 2021, be completed no later than 31 January 2023 and the approved uses must be commenced by 31 January 2024. This permit has not been acted upon.



Figure 1: Development approved pursuant to Planning Permit PLN15/0057 from the north-western corner of Swan and Burnley Streets

11. Through the implementation of Amendment C185, Planning Permit PLN15/0057 demonstrated significant community benefit provided through rejuvenation of this part of Swan Street. The application proposed considerable improvements to the public realm (Swan and Burnley Street and Burnley Station) and the provision of 5% of total dwellings to be provided as affordable housing (or a comparative number off-site). In respect of the public realm works, the following was approved:

(a) Along Swan and Burnley Streets where the development is setback from its site boundaries to enable a wider footpath and create a 'pedestrian plaza';
(b) Construction of DDA-compliant access ramps to Burnley Station and to the pedestrian path along the southern boundary of the site;
(c) A second walkway up to the pedestrian plaza from Burnley Station;
(d) Improved landscaping along Swan and Burnley Streets and to the pedestrian link to the south.

The Proposal

12. The application is for the construction of a thirteen storey building (including one level of plant, plus two basement levels), reduction in the car parking requirement associated with the retail/food and drinks premises and office uses (no permit required for uses) and alteration of access to a Road Zone, Category 1.

13. Key features of the proposal include:

Use and layout

14. The main building entrances providing access to the ground floor and upper levels are provided from Swan Street and the pedestrian laneway to the rear (interface with Burnley Station/rail corridor). These entrances provide access to an internal north-south quasi-public pedestrian laneway that provides a pedestrian connection between Swan Street and Burnley Station.

15. The internal laneway will be open during standard business hours (facilitated by a permit condition) and will be 7 metres in width and three-storeys in height, dissecting the Level 01 and Level 02 offices spaces internally which are connected via an internal bridge.

16. A total of 32,052 sqm of open-plan office space is proposed. No permit is required for the proposed office use.

17. At ground floor, six retail premises are proposed providing 1,626sqm of floor area. Two larger spaces are provided to the north-western and south-western corners. Four smaller tenancies are provided with one fronting Swan Street toward the east, one fronting Swan Street and to the east of the internal laneway and two internal to the building, fronting the internal laneway.

18. Limited details of the retail uses have been provided, this will be discussed later in the report, under on-site amenity. No permit is required for any retail use.

19. At the ground floor, the following public realm benefits are proposed:

    (a) To the northern boundary the building proposes a setback of between 2 metres and 2.6 metres, providing a widened footpath to Swan Street. The design of the building façade along Swan Street is undulating, with public bench seating provided within the building indentations and 3 bicycle racks proposed. A canopy is proposed over the Swan Street footpath, with six new street trees proposed. This interface is activated by the retail spaces and main entrance, only 14.63 metres is not active, as a result of the building services and vehicle accessway located toward the eastern boundary.

    (b) To the western boundary the building proposes a setback of between 1.73 metres and 4 metres, with four additional street trees and public seating proposed along the Burnley Street curb. Within this space, 13 bicycle racks are proposed. This interface at ground floor is completely active, with the retail spaces interacting directly with the street.

    (c) To the southern boundary the building proposes a setback of between 3 metres and 4.5 metres, providing additional circulation space and matching the southern setback of the adjoining development to the east. Within this space, 11 bicycle racks are proposed as well as the entrance to the end-of-trip facilities to the east and retail spaces to the west. Where interfacing with the existing station ramp access points, a landscaped terrace is proposed (Figure 2) to provide better integration of the differing levels.



Figure 2: A sectional diagram of the proposed landscaped terrace to the south of the development.

20. All structures on site and existing crossovers are to be demolished (no permit required).

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Construction

21. Two basement levels accessed via a double width crossover to Swan Street with 222 car parking spaces, including 4 DDA spaces. The basement areas house a range of service cupboards, storage cupboards and the rainwater tanks (total 90,000 litres). The basements are generally constructed to all title boundaries.

22. Podium heights of:

    (a) Part four and part three storey podium proposed to Swan Street with heights of 17.86 metres and 14.1 metres. Both podiums whilst clad in GRC or similar cladding panel system and with a textured finish and grey powder coated coloured aluminium are architecturally expressed in differing ways.
    (b) Part three and part two storey podium proposed to Burnley Street with heights of 14.1 metres and 10.35 metres. The street storey podium will be clad in grey powder coated coloured aluminium whilst the two storey podium will be clad in grey/brown brick with a natural finish. The two podiums will adopt differing architectural expression which varies again from that presented to Swan Street.
    (c) Part four and part two storey podium proposed to the south with heights of 17.85 metres and 10.35 metres. Both podiums are clad in grey/brown brick with a natural finish and adopt a similar architectural expression and match part of the Burnley Street podium.
    (d) Four storey on boundary wall proposed along the eastern boundary with a height of 17.84 metres.

23. The upper levels of the building have been designed to respond to the varying podium heights, with building indentations provided to break down the massing and provide the illusion of an interconnecting campus of forms.

24. The proposal provides several outdoor terraces above the ground floor, as follows:

    (a) At the first floor: 89sqm and 179sqm facing north on the western and eastern sides of the internal laneway respectively, and 73sqm centrally along the eastern boundary.
    (b) At the second floor: 43sqm facing north-west and 327sqm facing south and west;
    (c) At the third floor: 663qm facing north-west; and
    (d) At the eleventh floor: 320sqm facing south-west.

25. The building presents an overall height of 53.65 metres to the top of the plant, associated with the eastern portion where fronting Swan Street whilst the western portion presents as 48.85 metres in height. To the rail corridor the building presents as 44.7 metres in height, with the eleventh level setback by 8.29 metres to be read as a separate more recessive element.

26. Along Burnley Street the development presents as 48.85 metres in height for the northern portion, with the southern portion presenting as 44.7 metres in height due to the setback adopted at the eleventh level from the western boundary of 13.6 metres. To the east, the building will present as 48.85 metre form for the southern portion and 53.65 metres for the northern portion.

27. The materiality of the upper levels are a glazed curtain wall system in two types, Type 1 – integrated expressed mullion and Type 2 – Articulated façade system.

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Figure 3: Image of the proposed development from the north-western corner of Swan and Burnley Streets



Figure 4: Image of the proposed development from the Burnley Street overpass

Lodgement of additional documents

28. During the course of the application, further documentation was submitted responding to issues raised, this includes:

Wind Memo – 21 May 2020

29. On 21 May 2020 a Wind Memo (prepared by Mel Consultants, dated 19 May 2020) was submitted in response to the following comment raised by Council's external wind consultants Vipac:

    Vipac notes that there is an alfresco dining area proposed at the south side of the development close to southwest corner (see Figure 1 in the attachment). MEL Consultants test report has not assessed any outdoor seating areas. Test showed that the wind conditions at the close by location (Location 5) were within walking criterion for the updated design but well over the sitting comfort criterion. Vipac recommends that MEL Consultants should provide additional assessment for this area.

    The full referral response is attached to this report.

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30. The updated wind memo identified that the location of the outdoor seating area could be re-located further east, along the southern face of the building, where wind conditions would be expected to achieve the long term stationary criterion. As further wind issues were identified, this was not re-referred to Council's external wind consultants. Wind impacts will be discussed within this report.

31. The wind memo is attached to this report.

Updated Waste Management Plan (WMP) – 21 May 2020

32. On 21 May 2020 an updated WMP (prepared by WSP, dated May 2020) was submitted in response to the following comments raised by Council's City Works Department:

    (a) *The waste management plan for 462 – 482 Swan Street, Richmond authored by WSP and dated 17/4/20 is not satisfactory from a City Works Branch's perspective. Issues to be rectified include, but may not be limited to the following:*

        (i) Please provide an explanation of how risk will be managed.

33. The updated WMP was re-referred to Council's City Works Department who advised the updated WMP was satisfactory, with their comments attached to this report. The updated WMP is also attached to this report.

Without Prejudice Sketch Plans – 5 June 2020

34. On 5 June 2020 the applicant prepared a response to the Urban Design comments prepared by Council's external consultant, Rob McGauran.

35. In respect of Recommendation 1 (Podium and Street Wall) the applicants advised further documentation would be supplied to address this concern at a later date.

36. In respect of Recommendation 2, the following was provided:

    (a) The Urban Design comments recommended that at Level 11 the eastern façade should be setback 8 metres from the eastern boundary for the section from 1 metre south of Gridline 3 to the southern façade with the south roof zone reconfigured to a landscaped terrace.

    (b) The applicant submits that the 8 metre setback cannot be accommodated as it would compromise the functionality of the level, reduce the capacity of this level to provide passive surveillance and would conflict with structural requirements. Instead, a setback of 6.23 metres was recommended by the applicant. A terrace can be accommodated within the southern roof zone.

37. In respect of Recommendation 3, the following was provided:

    (a) The Urban Design comments recommended that to ensure the proposed development responds to Local Policy and the provisions of the DDO14, where outcomes that enable increased density and scale are considered appropriate where they are able to mitigate offsite impacts, the scale of the south-western corner and plant level should be addressed via condition, as follows:

        (i) At level 10, setback the west façade to 13.5 metres for the entire west elevation south of where the building currently indents to 10.97 metres.
        (ii) At level 10, setback the southern façade to 12 metres, west of Gridline E.
        (iii) Setback Level 11 in accordance with the setbacks above.
        (iv) Relocate the south-western Level 11 terrace to Level 10, in the area created by the conditions above.

(v) Reconfigure the southern façade at Level 11 and reduce the scale/height of the plant level above to reduce the impact of overshadowing on the central Burnley Station platform between 10am and 2pm to ensure that there is no net increase in platform overshadowing.

(b) The applicant submits that the setback recommended cannot be accommodated as it would compromise the functionality of the level and would conflict with structural requirements. Instead, at Level 10 a setback of 10.589 metres for the entire west elevation south of where the building currently indents to 10.97 metres and a setback of the southern façade, west of Gridline E, to 11.322 metres is recommended by the applicant. Level 11 would adopt these setbacks also, with the terrace relocated from Level 11 to Level 10.

(c) In respect of the plant level, further information was provided later, on 15 June 2020 and is discussed below. Whilst massing diagrams and shadows were provided, shadow diagrams showing the true impact of the above changes were also provided on 15 June 2020.

38. In respect of Recommendation 4 the applicant advised that they would accept conditions to ensure wind conditions are acceptable for stationary activities on the ground floor and terrace areas.

39. These plans are provided without prejudice for discussion purposes and does not indicate the applicant consents to the recommended changes.

Response to Referrals – 11 June 2020

40. On 11 June 2020 the applicant prepared a response to the referral comments received from Urban Design (Internal - streetscapes), Streetscapes and Natural Values, Open Space, ESD and Acoustics (SLR Consulting).

41. No new consequential information was provided within the documentation, this response is included as an attachment to this report.

Response to Referrals – 12 June 2020

42. On 12 June 2020 the applicant's traffic engineers prepared a response to the referral comments received from the Strategic Transport Unit, Engineering Unit and the external Transport for Victoria Comments.

43. This information was re-referred to the Engineering Unit with their most recent comments included as an attachment to this report. The applicant's response is also included as an attachment to this report.

Without Prejudice Sketch Plans – 15 June 2020

44. On 15 June 2020 the applicant prepared further information in response to the Urban Design comment prepared by Council's external consultant, Rob McGauran. Provided was a façade package, roof/plant plan and shadow diagrams.

45. The package provides additional supporting information for the podium and façade design and provides an alternative design response for the eastern portion of the Swan Street podium, as shown in Figure 5 and Figure 6.

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Figure 5: Current podium design of the eastern portion of the Swan Street podium



Figure 6: Proposed podium design solution regarding the eastern portion of the Swan Street podium.

46. An alternative roof/plant plan was provided that modified the setbacks to the east, west and south, as follows:

    (a) East: from 6.23 metres to 11 metres.
    (b) West: from 26.43 metres to 18.5 metres.
    (c) South: from 11.3 metres to 13 metres.

47. These setbacks are reflective of the massing plans provided on 5 June 2020 and informed the shadow plans submitted on this date and also on 15 June 2020, that show a reduction in shadowing over Burnley Station.

48. These plans are provided without prejudice for discussion purposes and does not indicate the applicant consents to the recommended changes and are included as attachments to this report.

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Existing Conditions

Subject Site

49. The subject site is located on the southern side of Swan Street, on the eastern intersection with Burnley Street in Richmond. The site consists of six addresses and nine titles, as follows:

    (a) No. 462 Swan Street, Richmond (Lot 1 TP 121471V);
    (b) No. 464 Swan Street, Richmond (Lot 2 PS 052088);
    (c) No. 466 Swan Street, Richmond (Lot 3 PS 052088);
    (d) No. 468 Swan Street, Richmond (Lot 4 PS 052088);
    (e) No. 470 Swan Street, Richmond (Lot 5 PS 052088); and
    (f) No. 476 – 482 Swan Street, Richmond (Crown Allotment 28 City of Richmond Parish of Jika Jika, Lot 1 TP 686295P, Lots 1&2 TP 592681C and Portion 29 Parish of Jika Jika).

50. Collectively, the site is 80.44m in width along Swan Street and 57.91m in length with a total site area of 4,658sqm. The subject site has two crossovers onto Swan Street, the eastern-most (and larger one) being shared with the site to the east. A pedestrian path runs along the southern boundary of the site, separating it from the train line to the south and providing access to Stawell Street.

51. The subject site is occupied by five, brick single storey attached dwellings (No. 462 – 470 Swan Street) (Figure 7) and a large, single storey warehouse building being used as a timber yard (No. 476 – 482 Swan Street) (Figure 8).



Figure 7: Extract from Human Habitats Town Planning and Urban Context Report, dated 17 April 2020



Figure 8: Extract from Human Habitats Town Planning and Urban Context Report, dated 17 April 2020

Title Documents

52. The titles submitted with the application do not show any covenants, restrictions or easements with the exception of a Right-of-Carriageway (ROW) associated with Title Plan TP592681C which provides access to the rear of the site from Swan Street. This ROW is not a Council ROW.

Surrounding Land

53. The site is located within a predominantly mixed commercial and light industrial area with residences further to the north and south. The site derives much of its context from its location within the Swan Street Major Activity Centre (MAC), its abuttal to the Burnley railway station immediately to the south, and the Burnley Street overpass which travels over the railway line to the west of the site. The site is also adjacent to the Burnley Street Neighbourhood Centre (NC) which is to the north of its intersection with Swan Street.

54. The Swan Street MAC and Burnley Street NC provide a wide range of services including local convenience retailing, bulkier item stores, car showrooms and food and drinks premises. In terms of public open space, there is access to public parks and recreation areas in the locality including the Barkly Gardens, Allan Bain Reserve, Ryan Reserve, Golden Square Bicentennial Park, Yarra River, Burnley Oval and the Burnley Golf Course.

55. Swan Street and Burnley Street are both Secondary State Arterial Roads, controlled by VicRoads and designated with a Road Zone, Category 1 Zoning. Swan Street contains tram lines (Route 70 – Wattle Park to Waterfront City Docklands) with Burnley Train Station to the south (Lines: Alamein, Belgrave, Glen Waverly and Lilydale). Burnley Street provides a connection to the Monash Freeway, with the Burnley Street entrance located 400 metres to the south.

56. The character of built form and development along Swan Street reflects the uses within the area with a mixture of larger commercial/industrial buildings predominantly along the southern side of Swan Street with finer grain development along the northern side. There are only a handful of buildings in the area with heritage value with the closest two being directly to the north at Nos. 413-415 Swan Street.

57. In respect of residential uses, the closest residential uses are located 20 metres away to the north, on the opposing side of Swan Street, at No. 429-437 Swan Street and 65 metres away to the south, across the railway line along Madden Grove.

58. In terms of the emerging character, Burnley Street has had a number of developments approved within the last 10 years, with built form up to 8 storeys in height and is experiencing a reasonable degree of change. There are also a number of larger developments emerging along the Swan Street spine of up to 11 storeys in height, with Schedule 17 to the Design and Development Overlay anticipating significant change in the emerging built form character.

59. The mix of zoning is demonstrated in Figure 9 and surrounding built form shown in Figure 10.



Figure 9: The subject site and surrounding land shown as C2Z and C1Z, with GRZ further north and south (Source: DELWP)



Figure 10: Aerial imagery of the subject site and surrounding built form
(Source: City of Yarra GIS: Dec 2019)

60. The immediate interfaces are described as follows:

North

(a) The northern side of Swan Street is located within the Commercial 1 Zone, and the built form reflects a fine grain pattern of development, with a row of single and double storey Victorian-era shop buildings at Nos. 405 – 421 Swan Street (opposite the site).

(b) No. 429-437 Swan Street, also opposite the subject site, has been developed in accordance with Planning Permit PLN14/1205 (also applies to No. 16-26 Farmer Street) and allows *the development of the land for the construction of town houses and one multi-storey building with a food and drinks premises at ground floor, shops, offices (no-permit required uses) and dwellings including a reduction in the associated car parking and the waiver of the loading bay requirements of the Yarra Planning Scheme.* To Swan Street the development is seven storeys in height with a six-storey street wall (17.71 metres).

South

(c) The railway line is located directly to the south of the subject site. Further south, beyond the station and on the southern side of Madden Grove is the residential area of Burnley. These residences are located 65 metres from the subject site.

East

(d) Immediately to the east of the subject site is a double storey office building, partly constructed along the boundary with the subject site at No. 484 – 486 Swan Street. Car parking is located within the front setback and to the rear of this site.

(e) This site has a current planning permit, PLN17/0448, for *the use and development of the land for the construction of a thirteen storey mixed use building (permit required for food and drinks premises (café)), reduction in car parking requirements, and alteration of access and buildings and works to a Road Zone, Category 1.*



Figure 11: Render of the development approved pursuant to PLN17/0448.

(f) This planning permit was issued on 2 May 2018. An extension of time request to the commencement date was lodged on 30 May 2020 and is currently under consideration.

(g) A Section 72 amendment to the planning permit was lodged on 4 July 2019 for *changes to the permit preamble, deletion/amendment of conditions, reconfiguration of building uses (including increased hours and patron numbers for cafe and restaurant - permit required uses), internal reconfigurations, changes to the car parking provision/allocation, built form changes (including a reduction in setbacks, an increase in overall height, addition of a storey to a total of 14 storeys plus rooftop plant and changes to the design) and alteration of access to a road zone, category 1.* This amendment is currently under consideration.





Figure 12: Render of the amended development proposal currently before Council (PLN17/0448.01).

(h) Further east of this are two similar large commercial buildings, also with car parking areas within their front setbacks along Swan Street.

West

(i) To the west of the subject site (across the Burnley Street rail overpass) are a number of double storey offices, car showrooms, furniture stores and industrial buildings.

Planning Scheme Provisions

Zoning

Clause 34.01 – Commercial 1 Zone

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61. The site is located within the Commercial 1 Zone (C1Z). The relevant purposes of the C1Z is as follows:

    (a) *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
    (b) *To create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.*

62. Pursuant to Clause 34.01-1 of the Yarra Planning Scheme (the Scheme) a planning permit is not required for the 'office' or 'retail premises' (inclusive of 'food and drinks premises') uses.

63. Pursuant to Clause 34.01-4, a planning permit is required to construct a building or construct or carry out works.

    Overlays

    Clause 43.02 – Design and Development Overlay (Schedule 2 – Main Roads and Boulevards) (DDO2)

64. The site is located within the DDO2. Pursuant to Clause 43.02-2 of the Scheme, a planning permit is required to construct a building or construct or carry out works within this overlay.

65. Schedule 2 to the DDO specifically relates to Main Roads and Boulevards. Specific design objectives are:

    (a) *To recognise the importance of main roads to the image of the City.*
    (b) *To retain existing streetscapes and places of cultural heritage significance and encourage retention of historic buildings and features which contribute to their identity.*
    (c) *To reinforce and enhance the distinctive heritage qualities of main roads and boulevards.*
    (d) *To recognise and reinforce the pattern of development and the character of the street, including traditional lot width, in building design.*
    (e) *To encourage high quality contemporary architecture.*
    (f) *To encourage urban design that provides for a high level of community safety and comfort.*
    (g) *To limit visual clutter.*
    (h) *To maintain and where needed, create, a high level of amenity to adjacent residential uses through the design, height and form of proposed development.*

    Clause 43.02 – Design and Development Overlay (Schedule 5 – City Link Exhaust Stack Environs) (DDO5)

66. The site is located within the DDO5. Pursuant to Clause 43.02-2 of the Scheme, a planning permit is required to construct a building or construct or carry out works within this overlay. This does not apply:

    (a) *If a schedule to this overlay specifically states that a permit is not required.*

67. Section 2.0 of Schedule 5 specifically states that a permit is not required for buildings and works

68. Section 4.0 of Schedule 5 states that where a permit is required to use land or for the construction of a building or the construction or carrying out of works under another provision in this scheme, notice must be given under section 52(1) (c) of the *Planning and Environment Act* 1987 to the person or body specified as a person or body to be notified in Clause 66.06 or a schedule to that clause.

69. Clause 66.06 of the Scheme identifies that the Environment Protection Authority (EPA), Transurban City Link Limited and the Roads Corporation (Transport for Victoria).

Clause 43.02 – Design and Development Overlay (Schedule 14 – 462-482 Swan Street Richmond) (DDO14)

70. The site is located within the DDO14, a site specific schedule. Pursuant to Clause 43.02-2 of the Scheme, a planning permit is required to construct a building or construct or carry out works within this overlay.

71. Specific design objectives are:

(a) *To provide for high density, taller development that delivers significant public realm outcomes.*
(b) *To reinforce the corner of Swan Street and Burnley Street as a vibrant commercial, retail and residential location.*
(c) *To strengthen connectivity to Burnley Station and establish a highly walkable and cycle friendly public realm.*
(d) *To ensure new development provides well-located accessible and safe car parking areas that do not visually dominate the streetscape.*
(e) *To ensure that new development does not result in unreasonable overshadowing of the public realm including the adjoining streets, the Burnley Railway Station or neighbouring residential areas.*

72. The following requirements apply:

Buildings and works

(a) *Buildings and works must be constructed in accordance with the following requirements:*

Building heights
(i) The building height must not exceed a maximum of 42 metres (12 storeys).
(ii) The maximum height does not include building services which should be hidden from view from any adjoining public space or designed as architectural roof top features. Building services include but are not limited to plant rooms, air conditioning, lift overruns and roof mounted equipment.

Building setbacks
(iii) Reinforce the street wall height along Swan Street and Burnley Street to create a consistent 3 storey built form.
(iv) Upper levels must be setback from the podium at all site boundaries, except for façade articulation of up to 0.5m, as follows:
- *A minimum of 6m from Swan Street to provide upper level setbacks from the primary street frontage.*
- *A 5m setback from the eastern boundary to provide upper level building separation between the subject site and any future redevelopment of the abutting property.*
- *A minimum of 3m setbacks from the south (rail corridor) and west (Burnley Street).*

(v) Provide building separation between built form elements at upper levels.
(vi) Ensure that built form elements above the street wall are visually recessive and do not contribute to visual bulk.

Building design
(vii) Development must be designed to:
- *Provide active frontages at ground level and overlooking of the public realm, including station environs from upper levels.*
- *Ensure development is of a high architectural standard in terms of its form, scale, massing, articulation and materials and that these design elements respond to the site context.*

- *Ensure development is designed to ameliorate adverse wind conditions at street level, communal open spaces, balconies and adjoining properties.*
- *Ensure building services are screened from the public realm and communal open spaces.*

Traffic and access

(viii) Ensure convenient and adequate bicycle parking is provided at street level to cater for the general public.
(ix) Integrate carparking into the building design and conceal from the public realm.
(x) Ensure vehicular access and egress and loading bay arrangements are designed to maximise pedestrian safety.

Public realm

(xi) Provide improved connectivity between Swan Street, Burnley Street and Burnley Station.
(xii) Improve the interface between the development and the east-west pedestrian link abutting the southern site boundary.
(xiii) Enhance the amenity and appearance of the public realm along the Swan Street and Burnley Street frontage and east-west pedestrian link, including elements such as improved footpath treatments, lighting, street trees and street furniture.
(xiv) Ensure new or improved pedestrian links promote a sense of safety for day and night-time conditions.
(xv) Minimise overshadowing of adjoining streets, the public realm and existing residential areas.
(xvi) Ensure no unreasonable overshadowing impact to Burnley Station.

Amenity

(xvii) Provide acoustic treatments to address the impact of existing and potential noise from the rail corridor, the Burnley Street overpass and Swan Street.
(xviii) Provide awnings over footpaths to Swan Street and Burnley Street to provide weather protection.
(xix) Ensure built form and internal building layout are designed to maximise solar access, access to daylight, ventilation and outlook.

73. Pursuant to the permit requirements contained within DDO14, a permit may be granted to construct a building or construct or carry out works which vary the specified height and/or setbacks specified above, where the applicant demonstrates to the satisfaction of the Responsible Authority that the following would be satisfied:

(a) *that the built form outcome as a result of the proposed variations satisfies the Design Objectives of this Schedule.*
(b) *that the proposal will achieve:*
  (i) An exemplary built form outcome;
  (ii) An exemplary public realm outcome;
  (iii) Innovative environmentally sustainable development;
  (iv) Minimal additional overshadowing (beyond that which would be generated by a proposal that complies with the specified setback requirements) of the public realm;
  (v) Minimal adverse amenity impacts to adjoining properties (beyond that which would be generated by a proposal that complies with the specified setback requirements).

74. The specific decision guidelines are as follows:

(a) *Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider:*
(b) *How the development responds to each of the Design Objectives and the requirements included in clause 2 of this schedule.*

(c) *The design, scale, height, mass and visual bulk of the development in relation to the surrounding built form.*
(d) *Any minor variations from the required setbacks resulting from façade articulation.*
(e) *How the proposal improves the pedestrian environment and other areas of the public realm.*
(f) *The location, layout and appearance of areas set aside for car parking, vehicular access and egress and loading bay arrangements.*
(g) *The effectiveness of new development in protecting the amenity of occupants from the off-site impacts of existing uses and activities.*
(h) *The views of relevant referral authorities.*

Clause 45.03-1 – Environmental Audit Overlay

75. Pursuant to Clause 45.03-1 of the Scheme, the following requirements apply:

Before a sensitive use (residential use, child care centre, pre-school centre or primary school) commences or before the construction or carrying out of buildings and works in association with a sensitive use commences, either:

(a) *A certificate of environmental audit must be issued for the land in accordance with Part IXD of the Environment Protection Act 1970, or*
(b) *An environmental auditor appointed under the Environment Protection Act 1970 must make a statement in accordance with Part IXD of that Act that the environmental conditions of the land are suitable for the sensitive use.*

76. The use of the site for offices and retail/food and drinks premises are not sensitive uses and the requirements of this overlay are not relevant to the application.

Particular Provisions

Clause 52.05 – Advertising signs

77. As identified within on Drawing No. DA2101, a 5.25 metre long by 0.64 metre wide sign is proposed above the northern pedestrian entrance. The signage will be 3.36sqm in area and does not appear to be illuminated. The sign is a business identification sign, specifying the address of the building '480 Swan Street.'

78. Pursuant to Clause 34.01-9 of the C1Z, advertising sign requirements are at Clause 52.05. This zone is in Category 1.

79. The application does not require a planning permit for signage as it is under 8sqm in total area and meets the Category 1 requirements contained within Clause 52.05 for business identification signage.

80. If the signage were to be illuminated, a planning permit would be required pursuant to Clause 52.05 as the sign exceeds 1.5sqm in area and is above the verandah. As no planning permit has been sought for signage, a condition can require the sign as shown on Drawing No. DA2101 to be shown as non-illuminated.

Clause 52.06 – Car parking

81. Clause 52.06-1 requires that a new use must not commence or the floor area of an existing use must not be increased until the required car spaces have been provided on the land.

82. Pursuant to Clause 52.06-3 a permit is required to reduce the number of car parking spaces required under this clause.

83. Pursuant to Clause 52.06-5, Column B of Table 1 applies if any part of the land is identifies as being within the Principal Public Transport Network Area as shown on the *Principal Public Transport Network Area Maps* (State Government of Victoria, August 2018). The subject site is shown as being within the Principal Public Transport Network Area and therefore Column B applies.

84. Before a requirement for car parking is reduced, the applicant must satisfy the Responsible Authority that the provision of car parking is justified having regard the decision guidelines at clause 52.06-6 of the Scheme.

Proposed Use	Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Office	32,052 sqm	3 spaces to each 100m² of net floor area	961	222
Retail/ Food and Drink	1,626 sqm	3.5 spaces per 100 m² of leasable floor area	56	0

85. A total of 222 car spaces are proposed on site, therefore the application seeks a total reduction of 795 car spaces. This represents a full reduction of car parking associated with the retail/food and drink premises component and a partial reduction in car parking for the office component.

Clause 52.34 – Bicycle Facilities

86. Pursuant to clause 52.34, a new use must not commence until the required bicycle facilities and associated signage has been provided on the land. The purpose of the policy is to encourage cycling as a mode of transport and to provide secure, accessible and convenient bicycle parking spaces

87. Under the provisions of Clause 52.34-3 of the Scheme, the development's bicycle parking requirements are as follows:

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Office (other than specified in the table)	32,052 sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	107 employee spaces	282 employee spaces
		1visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	32 visitor spaces.	56 visitor spaces
Retail premises (other than specified in this table)	1,626 sqm	1 employee space to each 300 sqm of leasable floor area	5 employee spaces	
		1visitor space to each 500 sqm of leasable floor area	3 visitor spaces	
Bicycle Parking Spaces Total			**112 employee spaces**	**282 employee spaces**
			35 visitor spaces	**56 visitor spaces**
Showers / Change rooms	1 to the first 5 employee spaces and 1 to each additional 10 employee spaces		4 showers / change rooms	28 showers / change rooms

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88. The development proposes a total of 170 additional employee spaces and 21 additional visitor spaces above the statutory requirements of the planning scheme. A total 280 lockers are also proposed.

89. Clause 52.34-4 provides design standard for bicycle spaces and signage.

Clause 52.29 – Land Adjacent to a Road Zone, Category 1, or a Public Acquisition Overlay for a Category 1 Road

90. Pursuant to clause 52.29-2, a permit is required to create or alter access to a road in a Road Zone, Category 1. The purpose of the clause is to ensure appropriate access to identified roads.

91. Pursuant to clause 52.29-4, an application to create or alter access to a road declared as a freeway or arterial road under the *Road Management Act 2004,* in accordance with clause 52.29 must be referred to the Roads Corporation (Transport for Victoria) under section 55 of the Act.

92. The decision guidelines require the following to be considered:

(a) *The Municipal Planning Strategy and the Planning Policy Framework.*
(b) *The views of the relevant road authority.*
(c) *The effect of the proposal on the operation of the road and on public safety.*
(d) *Any policy made by the relevant road authority pursuant to Schedule 2, Clause 3 of the Road Management Act 2004 regarding access between a controlled access road and adjacent land.*

General Provisions

Clause 65 – Decision Guidelines

93. The decision guidelines outlined at clause 65 of the Scheme are relevant to all applications. Because a permit can be granted does not imply that a permit should or will be granted. Before deciding on an application, the Responsible Authority must consider a number of matters. Amongst other things, the Responsible Authority must consider the relevant Municipal Planning Strategy and the Planning Policy Framework., as well as the purpose of the zone, overlay or any other provision. An assessment of the application against the relevant sections of the Scheme is offered in further in this report.

Clause 66.02 – Use and Development Referrals

94. In accordance with clause 66.02-11 of the Scheme, an application to construct a building or to construct or carry out works for an office development comprising 10,000sqm or more of leasable floor area must be referred to the Head, Transport for Victoria (Department of Transport). The Head, Transport for Victoria, is a determining referral authority for this application.

Clause 66.03 – Referral of Permit Applications Under Other State Standard Provisions

95. In accordance with clause 66.03-11 of the Scheme, an application to create or alter access to a road declared as a freeway or an arterial road under the *Road Management Act 2004,* in accordance with clause 52.29 must be referred to the Roads Corporation (Transport for Victoria). The Roads Corporation (Transport for Victoria) is a determining referral authority for this application.

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Clause 66.06 – Notice of Permit Applications Under Local Provisions

96. In accordance with Section 1.0 of clause 66.06 of the Scheme, notice must be provided to the Environment Protection Authority (EPA), Transurban City Link Limited and the Roads Corporation (Transport for Victoria) where the application is within the DDO5 and triggered under another provision of the Scheme.

Planning Policy Framework (PPF)

97. Relevant clauses are as follows:

Clause 11.02 (Managing Growth)

Clause 11.02-1S (Supply of Urban Land)

98. The objective is:

(a) *To ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses.*

Clause 11.03 (Planning for Places)

Clause 11.03-1S (Activity Centres)

99. The relevant objectives of this clause include:

(a) *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 11.03-1R (Activity Centres – Metropolitan Melbourne)

100. The relevant objectives of this clause include:

(a) *Support the development and growth of Metropolitan Activity Centres by ensuring they:*
   (i) Are able to accommodate significant growth for a broad range of land uses;
   (ii) Are supported by appropriate infrastructure;
   (iii) Are hubs for public transport services;
   (iv) Offer good connectivity for a regional catchment
   (v) Provide high levels of amenity

(b) *Locate significant new education, justice, community, administrative and health facilities that attract users from large geographic areas in or on the edge of Metropolitan Activity Centres or Major Activity Centres with good public transport.*

Clause 13.04-1S (Contaminated and potentially contaminated land)

101. The relevant objective of this clause is:

(a) *To ensure that potentially contaminated land is suitable for its intended future use and development, and that contaminated land is used safely.*

Clause 13.05 (Noise)

Clause 13.05-1S (Noise abatement)

102. The relevant objective of this clause is:

(a) *To assist the control of noise effects on sensitive land uses.*

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103. Noise abatement issues are measured against relevant State Environmental Protection Policy (SEPP) and other Environmental Protection Authority (EPA) regulations.

Clause 13.07 (Amenity and Safety)

Clause 13.07-1S (Land use compatibility)

104. The objective of this clause is:

(a) *To safeguard community amenity while facilitating appropriate commercial, industrial or other uses with potential off-site effects.*

Clause 15.01 (Built Environment and Heritage)

Clause 15.01-1S (Urban design)

105. The relevant objective of this clause is:

(a) *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)

106. The objective is:

(a) *To create distinctive and liveable city with quality design and amenity.*

Clause 15.01-2S (Building design)

107. The relevant objective of this clause is:

(a) *To achieve building design outcomes that contribute positively to the local context and enhance the public realm.*

108. Relevant strategies of this clause are:

(a) *Ensure a comprehensive site analysis as the starting point of the design process and provides the basis for the consideration of height, scale and massing of new development.*
(b) *Ensure development responds and contributes to the strategic and cultural context of its location.*
(c) *Minimise the detrimental impact of development on neighbouring properties, the public realm and the natural environment.*
(d) *Ensure the form, scale, and appearance of development enhances the function and amenity of the public realm.*
(e) *Ensure buildings and their interface with the public realm support personal safety, perceptions of safety and property security.*
(f) *Ensure development is designed to protect and enhance valued landmarks, views and vistas.*
(g) *Ensure development provides safe access and egress for pedestrians, cyclists and vehicles.*
(h) *Ensure development provides landscaping that responds to its site context, enhances the built form and creates safe and attractive spaces.*

109. This clause also states that planning must consider as relevant:

(a) *Urban Design Guidelines for Victoria (Department of Environment, Land, Water and Planning, 2017).*

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Clause 15.01-4S (Healthy neighbourhoods)

110. The objective is:

(a) *To create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity.*

Clause 15.01-4R (Healthy neighbourhoods - Metropolitan Melbourne)

111. The strategy is:

(a) *Create a city of 20 minute neighbourhoods that give people the ability to meet most of their everyday needs within a 20 minute walk, cycle or local public transport trip from their home.*

Clause 15.01-5S (Neighbourhood character)

112. The relevant objective of this clause is:

(a) *To recognise, support and protect neighbourhood character, cultural identity, and sense of place.*

Clause 15.02 (Sustainable Development)

Clause 15.02-1S (Energy Efficiency)

113. The objective of this clause is:

(a) *To encourage land use and development that is energy and resource efficient, supports a cooler environment and minimises greenhouse gas emissions.*

Clause 17.01 – (Employment)

Clause 17.01-1S – (Diversified economy)

114. The objective of this clause is:

(a) *To strengthen and diversify the economy.*

115. The relevant strategies of this clause are:

(a) *Protect and strengthen existing and planned employment areas and plan for new employment areas.*
(b) *Facilitate growth in a range of employment sectors, including health, education, retail, tourism, knowledge industries and professional and technical services based on the emerging and existing strengths of each region.*
(c) *Improve access to jobs closer to where people live.*

Clause 17.02 – (Commercial)

Clause 17.02-1S – (Business)

116. The relevant objective of this clause is:

(a) *To encourage development that meets the communities' needs for retail, entertainment, office and other commercial services.*

117. The relevant strategies of this clause is:

(a) *Plan for an adequate supply of commercial land in appropriate locations.*
(b) *Ensure commercial facilities are aggregated and provide net community benefit in relation to their viability, accessibility and efficient use of infrastructure.*
(c) *Locate commercial facilities in existing or planned activity centres.*

Clause 18.02 (Movement Networks)

Clause 18.02-1S – (Sustainable personal transport)

118. The relevant objectives of this clause is:

(a) *To promote the use of sustainable personal transport.*

119. Relevant strategies of this policy are:

(a) *Encourage the use of walking and cycling by creating environments that are safe and attractive.*
(b) *Develop high quality pedestrian environments that are accessible to footpath-bound vehicles such as wheelchairs, prams and scooters.*
(c) *Ensure cycling routes and infrastructure are constructed early in new developments.*
(d) *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.*
(e) *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.*
(f) *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.*
(g) *Provide improved facilities, particularly storage, for cyclists at public transport interchanges, rail stations and major attractions.*
(h) *Ensure provision of bicycle end-of-trip facilities in commercial buildings*

Clause 18.02-1R – (Sustainable personal transport- Metropolitan Melbourne)

120. Strategies of this policy are:

(a) *Improve local travel options for walking and cycling to support 20 minute neighbourhoods.*
(b) *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*

Clause 18.02-2S (Public Transport)

121. The objective of this clause is:

(a) *To facilitate greater use of public transport and promote increased development close to high-quality public transport routes.*

Clause 18.02-2R (Principal Public Transport Network)

122. A relevant strategy of this clause is to:

(a) *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.*

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Clause 18.02-4S – (Car Parking)

123. The objective of this clause is:

(a) *To ensure an adequate supply of car parking that is appropriately designed and located.*

124. A relevant strategy is:

(a) *Protect the amenity of residential precincts from the effects of road congestion created by on-street parking.*

Local Planning Policy Framework (LPPF)

125. The relevant policies in the Municipal Strategic Statement can be described as follows:

Municipal Strategic Statement (MSS)

126. Relevant clauses are as follows:

Clause 21.04-2 (Activity Centres)

127. The relevant objectives of this clause are:

(a) *To maintain the long term viability of activity centres.*

128. Relevant strategies to achieve this objective include:

(a) *Strategy 5.2 - Support land use change and development that contributes to the adaptation, redevelopment and economic growth of existing activity centres.*
(b) *Strategy 5.3 - Discourage uses at street level in activity centres which create dead frontages during the day.*

Clause 21.04-3 (Industry, office and commercial)

129. The objective of this clause is:

(a) To increase the number and diversity of local employment opportunities.

Clause 21.05-2 – (Urban design)

130. The relevant objectives of this clause are:

(a) *Objective 16 - To reinforce the existing urban framework of Yarra;*

(b) *Objective 17 - To retain Yarra's identity as a low-rise urban form with pockets of higher development:*

(i) Strategy 17.2 Development on strategic redevelopment sites or within activity centres should generally be no more than 5-6 storeys unless it can be demonstrated that the proposal can achieve specific benefits such as:
1. Significant upper level setbacks
2. Architectural design excellence
3. Best practice environmental sustainability objectives in design and construction
4. High quality restoration and adaptive re-use of heritage buildings
5. Positive contribution to the enhancement of the public domain
6. Provision of affordable housing.

(c) *Objective 18 - To retain, enhance and extend Yarra's fine grain street pattern;*
(d) *Objective 19 To create an inner city environment with landscaped beauty;*
(e) *Objective 20 - To ensure that new development contributes positively to Yarra's urban fabric;*
(f) *Objective 21 - To enhance the built form character of Yarra's activity centres;*

(i) Strategy 21.1 Require development within Yarra's activity centres to respect and not dominate existing built form; and

(ii) Strategy 21.3 Support new development that contributes to the consolidation and viability of existing activity centres.

Clause 21.05-4 – Public environment

131. The relevant objective and strategies of this clause are:

(a) *Objective 28 - To a provide a public environment that encourages community interaction and activity:*

(i) Strategy 28.1 - Encourage universal access to all new public spaces and buildings
(ii) Strategy 28.2 - Ensure that buildings have a human scale at street level.
(iii) Strategy 28.3 - Require buildings and public spaces to provide a safe and attractive public environment.
(iv) Strategy 28.5 - Require new development to make a clear distinction between public and private spaces.
(v) Strategy 28.8 - Encourage public art in new development.

Clause 21.06 – Transport

132. This policy recognises that Yarra needs to reduce car dependence by promoting walking, cycling and public transport use as viable and preferable alternatives.

133. 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.

134. Relevant objectives and strategies of this clause are as follows:

(a) *Objective 30 – To provide safe and convenient pedestrian and bicycle environments.*

(i) Strategy 30.2 – Minimise vehicle crossovers on street frontages.
(ii) Strategy 30.3 – Use rear laneway access to reduce vehicle crossovers.

(b) *Objective 31 – To facilitate public transport usage.*

(c) *Objective 32 – To reduce the reliance on the private motor car.*

(d) *Objective 33 – To reduce the impact of traffic.*

(i) Strategy 33.1 Ensure access arrangements maintain the safety and efficiency of the arterial and local road network.

Clause 21.07-1 – Ecologically sustainable development

135. The relevant objectives and strategies of this clause are:

(a) *Objective 34 – To promote ecologically sustainable development.*

(i) Strategy 34.1 – Encourage new development to incorporate environmentally sustainable design measures in the areas of energy and water efficiency, greenhouse gas emissions, passive solar design, natural ventilation, stormwater reduction and management, solar access, orientation and layout of development, building materials and waste minimisation.

Clause 21.08-2 Neighbourhoods (Burnley, Cremorne, South Richmond)

136. Relevant land use strategies are as follows:

(a) *Improve access and perceived safety around Burnley Station and East Richmond Station.*
(b) *Maintain the hard edge of the strip.*

137. 'Figure 7 Neighbourhood Map' of this clause shows the site to be located within the Swan Street Major Activity Centre.

Relevant Local Policies

Clause 22.03 – Landmarks and Tall Structures

138. This policy applies to all development. Whilst the site is not within proximity to an identified sign or landmark within the policy, the following is relevant: *Ensure the profile and silhouette of new tall structures adds to the interest of Yarra's urban form and skyline.*

Clause 22.05 – Interfaces Uses Policy

139. This policy applies to all development and use applications and aims to reduce conflict between commercial, industrial and residential activities. The policy acknowledges that the mix of land uses and development that typifies inner city areas can result in conflict at the interface between uses.

140. It is policy that:

(a) *New non-residential use and development within Business and Mixed Use and Industrial Zones are designed to minimise noise and visual amenity impacts upon nearby, existing residential properties.*

141. Decision guidelines at clause 22.05-6 include:

(a) *Before deciding on an application for non-residential development, Council will consider as appropriate:*

(i) The extent to which the proposed buildings or uses may cause overlooking, overshadowing, noise, fumes and air emissions, light spillage, waste management and other operational disturbances that may cause unreasonable detriment to the residential amenity of nearby residential properties.
(ii) Whether the buildings or uses are designed or incorporate appropriate measures to minimise the impact of unreasonable overlooking, overshadowing, noise, fumes and air emissions, light spillage, waste management and other operational disturbances on nearby residential properties.

Clause 22.10 – Built form and design policy

142. The policy applies to all new development not included in a heritage overlay and comprises ten design elements that address the following issues: urban form and character; setbacks and building heights; street and public space quality; environmental sustainability; site coverage;

on-site amenity; off-site amenity; landscaping and fencing; parking, traffic and access; and service infrastructure.

Clause 22.16 – Stormwater Management (Water Sensitive Urban Design)

143. Clause 22.16-3 requires the use of measures to *"improve the quality and reduce the flow of water discharge to waterways"*, manage the flow of litter from the site in stormwater and encourage green roofs, walls and facades in buildings where practicable.

Clause 22.17 – Environmentally Sustainable Design

144. The overarching objective is that development should achieve best practice in environmentally sustainable development from the design stage through to construction and operation. The considerations are energy performance, water resources, indoor environment quality, storm water management, transport, waste management and urban ecology.

Other Documents

Plan Melbourne

145. The plan outlines the vision for Melbourne's growth to the year 2050. It seeks to define what kind of city Melbourne will be and identifies the infrastructure, services and major projects which need to be put in place to underpin the city's growth. It is a blueprint for Melbourne's future prosperity, liveability and sustainability.

146. The Richmond - Swan Street area is identified as a Major Activity Centre. Furthermore, the document identifies that increased diversity and density of development is encouraged within areas covered by the Principal Public Transport Network particularly at interchanges, activity centres and where principal public transport routes intersect.

Melbourne Industrial and Commercial Land Use Plan (MICLUP)

147. The Melbourne Industrial and Commercial Land Use Plan builds on the relevant policies and actions of Plan Melbourne 2017-2050. It provides an overview of current and future needs for industrial and commercial land across metropolitan Melbourne and puts in place a planning framework to support state and local government to more effectively plan for future employment and industry needs, and better inform future strategic directions.

148. Map 5 within the document shows the commercial land within the inner metro region and identifies the land as being a regionally significant existing commercial area (Figure 13).

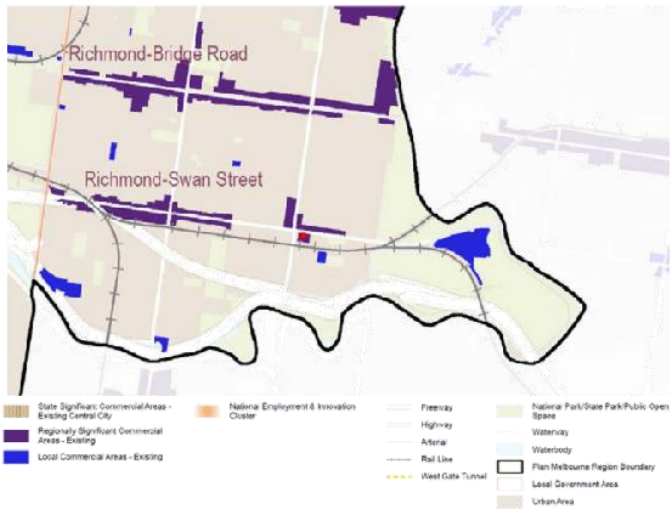


Figure 13: Excerpt from Map 5 of the MICLUP showing the subject site as a red circle.

149. The MICLUP identifies the role of regionally significant commercial areas as follows:

(a) *These include commercial areas and places identified in Plan Melbourne as major activity centres as well as growth area business with residential precincts identified in Growth Corridor Plans. They should provide for and support access to a wide range of goods and services, including office and retail development, and provide for a wide range of employment opportunities. They are expected to deliver more intensive forms of employment uses including office and commercial activity.*

150. Map 4 within the document shows the industrial land within the inner metro region, identifying the properties to the east and west (across Burnley Street) as existing industrial land (Figure 14).

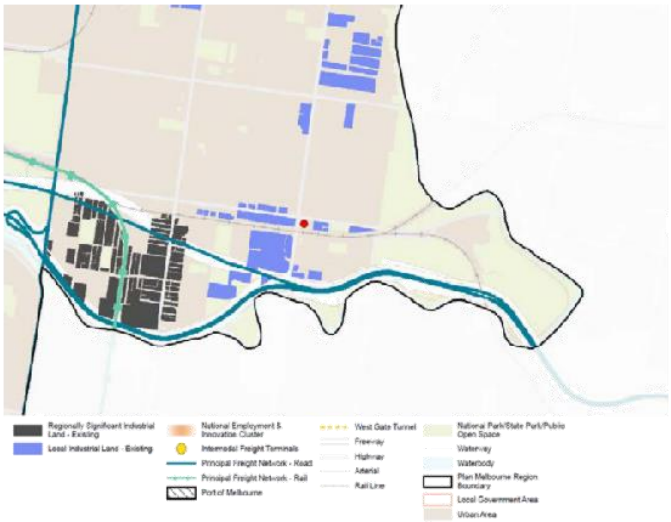


Figure 14: Excerpt from Map 4 of the MICLUP showing the subject site as a red circle.

151. The MICLUP anticipates an additional 4 million square metres of commercial floor space will be required across the Inner Metro Region by 2031. Of this, approximately 3.3 million square metres is anticipated to be required for office uses and the remaining floor space to be allocated for retail. Whilst the City of Melbourne is anticipated to accommodate the majority of the additional floor spaces required, the City of Yarra is expected to provide, in addition to the existing 933,400sqm of commercial floor space identified in 2018, an additional 548,000sqm of commercial floor space by 2031.

152. Action 7 of the MICLUP identifies the need for the state government to investigate options available to preserve and create affordable workspaces in inner Melbourne.

Yarra Climate Emergency Plan

153. The Climate Emergency Plan was adopted by Council in June 2020 and includes five strategic priorities. One of the priorities is to accelerate renewable energy, zero-carbon buildings and efficient operations.

154. An action of this policy is to transition towards zero-carbon buildings and precincts. Specifically, this action will result in a transition towards zero-carbon and precincts through the planning process, as follows:

    (a) *Develop a zero carbon developments framework and work with developers to achieve leading practice.*
    (b) *Introduce zero carbon standards for new commercial and residential developments, through pursuing a planning scheme amendment with local and state government partners.*
    (c) *Encourage leadership in the local development industry by promoting leading practice buildings, such as developments that have met high sustainability standards (for example, case studies, tours and recognition).*
    (d) *Seek to waive fees for solar installations and improve guidance to help facilitate installs in heritage areas.*
    (e) *Consider precinct-level opportunities when undertaking planning for activity centres, precincts, such as renewable energy generation, storage and local distribution.*

    [Emphasis added]

Yarra Spatial Economic and Employment Strategy

155. The Spatial Economic and Employment Strategy (SEES) was adopted by Council in September 2018 and includes 6 directions which will inform future policy for the Scheme.

156. The strategic direction contained within the SEES supersedes that contained within the Yarra Business and Industrial Land Strategy (BILS), adopted by Council in June 2012.

157. In regards to the strategic context of the site, the SEES provides the following:

    (a) *A number of major railway stations serve the north and south of the municipality. Stations at Richmond, East Richmond and Burnley are located in established retail strips and present opportunities for consolidation and densification of commercial, retail and residential land uses. Stations at Victoria Park, Collingwood and North Richmond all serve the Hoddle Street precinct. At a metropolitan scale Yarra is highly accessible from the north, east and south (as evidenced in the journey to work data) and a convenient location for a diverse workforce to access employment opportunities in the CBD. Locally, there is also a high level of accessibility to employment, retail and services via public transport, walking and cycling, and private vehicles.*

(b) …*The Swan Street Structure Plan proposes zone changes and intensification of development around Burnley Station, potentially leading to further growth in capacity at the street's eastern end.*

Swan Street Structure Plan

158. The Swan Street Structure Plan (SSSP) was adopted by Council at its meeting on 17 December 2013 and is relevant to the site. The SSSP aims to manage this growth within the Swan Street activity centre and the surrounding area.

159. The subject site is within the Burnley Station Village Precinct, with the following specific statements relevant to the subject site:

(a) *Buildings are predominantly of a low scale at 1-2 storeys and existing zoning in the precinct, on the south side of Swan Street (Commercial 2 Zone). This limits future opportunities for a broader range of land uses including residential uses.*

(b) *Burnley Station currently has very poor public access and general amenity. The station is largely hidden behind Swan Street and has poor connectivity to the surrounding area. 2 underpasses provide access to the station. They feel unsafe and are difficult to identify in the street network.*

(c) *The station has potential to provide the precinct with excellent access to public transport and offers a major opportunity for redevelopment and improvement to the station and surrounding environs.*

(d) *The timber yard and adjoining sites located on the South east corner of Swan and Burnley Street are underutilised and offer potential for significant redevelopment and change in the precinct.*

160. The future vision for this precinct is described as follows:

(a) *A vastly transformed village precinct accommodating a diversity of activity including residential, local convenience retail, entertainment, and commercial uses. The precinct includes a major transit orientated development that plays a central role in Yarra's sustainable transport network and will act as a catalyst for change within this precinct.*

161. The document identifies the subject site as a strategic redevelopment site with a recommended height of 10 – 12 storeys (36 metres). Some specific rationale statements relevant to the subject site are as follows:

(a) *Redevelopment of the strategic redevelopment site on the southeast corner of Burnley Street and Swan Street will act as a major catalyst for change.*

(b) *Redevelopment provides opportunities to integrate Burnley Station with Swan Street and surrounding environs.*

(c) *Strengthening the variety of land uses will support intensification of residential uses.*

(d) *Large lot sizes on south side of Swan Street have good separation from existing residential uses to the north and less potential for adverse amenity impacts.*

162. In order to deliver the vision for the Swan Street study area, the Structure Plan articulates objectives and strategies grouped into four themes: land use; built form; public spaces; and access and movement. Whilst adopted, the structure plan has not progressed to the formal amendment stage and has limited statutory weight.

Amendment C191 – Swan Street Major Activity Centre

163. Yarra City Council is proposing to apply new planning controls to the Swan Street Major Activity Centre, via Amendment C191 and the implementation of a Design and Development Overlay, to help manage future development, protect heritage and support employment in the area.

164. The amendment was on public exhibition for six weeks during February and March 2019. Since then, the amendment has proceeded to a Panel Hearing. The Panel Hearing commenced on 2 December 2019. On 5 December 2019 the Panel Hearing was adjourned and will recommence on Monday 27 July 2020. The hearing is expected to run for three weeks.

165. The subject site is not included within the proposed Design and Development Overlay, due to its location within a site specific Design and Development Overlay, DDO14.

166. The site falls to the east of Precinct 3 (Swan Street East), applying to the land on the western side of Burnley Street and just outside of Precinct 4 (Burnley Station), applying to the land directly adjoining to the east and to the properties on the northern side of Swan Street. This is shown in Figure 15.

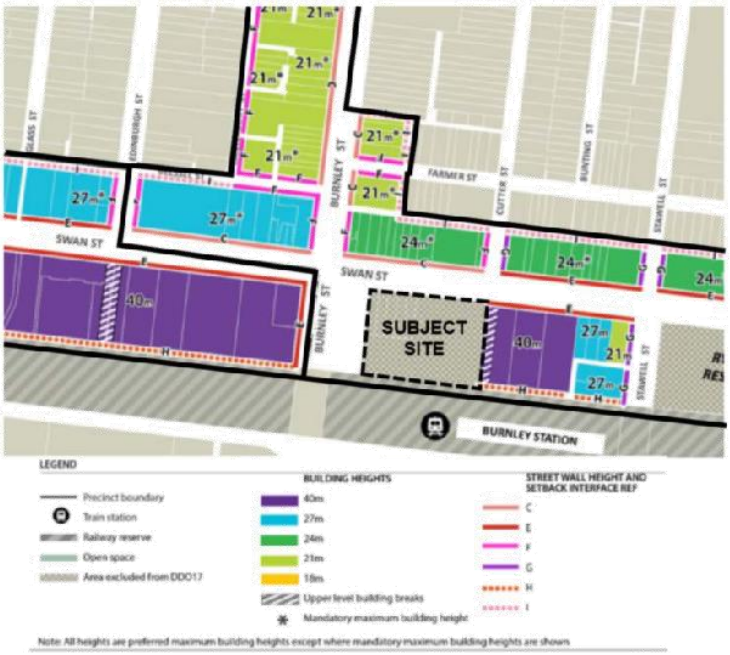


Figure 15: Extract from Plan 5 (Precinct 3) and Plan 7 (Precinct 4) of proposed DDO17 (precinct boundaries shown as thick black line), detailing the proposed controls and location of the subject site.

167. The overlay supports a discretionary 40 metre height limit for the sites to the east and west on the southern side of Swan Street. The overlay supports mandatory height limits on the northern side of Swan Street, of 27 metres for the site on the north-western corner of Swan and Burnley Streets and of 24 metres on the north-eastern corner of this intersection.

Advertising

168. The application was advertised under the provisions of Section 52 of the *Planning and Environment Act (1987)* by 1,828 letters sent to surrounding owners and occupiers and by four

signs displayed on site. Council received thirteen (13) objections, the grounds of which are summarised as follows:

(a) Built form and massing
  (i) Height and mass of the development is inconsistent with the existing neighbourhood character;
  (ii) Inadequate upper level setbacks;
  (iii) Building should provide greater footpaths around;
  (iv) Building separation is inadequate; and
  (v) Development not in keeping with historic low-scale precinct.

(b) Use and Off-Site Amenity Impacts:
  (i) Loss of views;
  (ii) Overshadowing of the public realm; and
  (iii) Wind impacts.

(c) Traffic and Car Parking:
  (i) Too many car parks provided on-site, additional traffic cannot be supported within local road network; and
  (ii) Not enough car parks provided on-site, the on-street car parking is already at capacity and cannot cater to overflow from development.

(d) Other:
  (i) Due to COVID-19 there is no longer a need for large-format office space;
  (ii) The office layout would not allow for social distancing or safe use of lifts due to the COVID-19 pandemic; and
  (iii) Amendment C185/Planning Permit PLN15/0057 provided significant community benefits (including a supermarket) to justify the preferred DDO14 height.

169. No consultation meeting was held as a result of the state of emergency declared in Victoria and the current health advice related to the COVID-19 pandemic.

VicTrack

170. In accordance with Section 52 of the Act, VicTrack (owner of the rail reserve) was advertised to who provided no comments at the time of decision.

YarraTrams

171. In accordance with Section 52 of the Act, it was deemed that Yarra Trams (operator of the tram network on Swan Street) may have an interest in the application, and therefore the proposal was advertised to Yarra Trams, who on 8 May 2020 requested the applicant contact Yarra Trams directly to discuss potential requirements such as distances from Yarra Trams infrastructure. This request was provided to the applicant.

Clause 43.02 – Design and Development Overlay (Schedule 5)

172. In accordance with the requirements of Clause 66.06, this application was advertised to the EPA, Transurban City Link Limited and the Roads Corporation (Transport for Victoria).

173. The Roads Corporation (Transport for Victoria) responded in conjunction with the Department of Transport (Transport for Victoria) in response to the Section 55 Referral made pursuant to both clause 66.02-11 and clause 52.29-4. The comments are included as an attachment to this report.

174. At the time of decision, Transurban City Link Limited had not responded directly, however, the Roads Corporation (Transport for Victoria) confirmed on 11 June 2020 that Transurban City Link Limited had provided the following comments on the application to them:

(a) *We have no comments regarding the proposed development aside from noting that the proposed building's height exceeds the plume buffer envelope from the Burnley Tunnel Exhaust Stacks, meaning that the occupants of the building may be exposed to pollutant levels that exceed EPA limits. As such, the EPA may choose to provide comment on the effects of the plume on the development.*

175. The EPA had responded on 5 May 2020, advising the following:

(a) *The Environment Protection Authority (EPA) has reviewed the referral and documents accompanying the application. EPA advises that we do not have concerns with the proposal with respect to the City Link Exhaust Stack Environs. As such, EPA has no concerns with Council issuing this planning permit according to the information that has been provided.*

Referrals

External Referrals

176. The application was referred to the following authorities:

(a) Head, Transport for Victoria (Roads Corporation and Department of Transport)

On 12 June 2020, Transport for Victoria contacted Council by email, identifying that the applicant had requested a change to Condition 1 (a) of the referral comments to which they had no objection to. The updated wording is provided below:

The installation of signs, line marking, splitter island and associated road works permitting only "left turn in" and left turn out" vehicular access from Swan Street ~~(informed by the Road Safety Audit)~~ unless otherwise recommend by the Road Safety Audit.

Internal Referrals

177. The application was referred to the following units within Council:

(a) Open Space Unit;
(b) Streetscapes and Natural Values Unit;
(c) Urban Design Unit (public realm only);
(d) Engineering Unit;
(e) Strategic Transport Unit;
(f) City Works Unit; and
(g) ESD Advisor.

External Consultants

(h) Urban Design (Rob McGauran, MGS Architects);
(i) Acoustics (SLR Consulting); and
(j) Wind (Vipac).

178. Referral comments have been included as attachments to this report.

OFFICER ASSESSMENT

179. The primary considerations for this application are as follows:

(a) Policy and Strategic Support;
(b) Built form and Urban Design including Affordability;
(c) On-site amenity including Environmentally Sustainable Design;
(d) Off-site amenity including City Link Exhaust Stacks and Waste Management;

(e) Car parking, traffic and alteration of access;
(f) Bicycle facilities and strategic transport; and
(g) Objector concerns.

Policy and Strategic Support

180. The proposed development has strong strategic support at State and local level for the construction of a larger scale office building. The subject site is located within a C1Z, this zone has a key purpose *to create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.*

181. Consistent with the zone, the use of the land for office, retail and food and drinks premises does not require a planning permit and only the buildings and works are triggered by the zone. This indicates strong strategic support for office use within the precinct and for supporting uses such as the ground floor retail (inclusive of the food and drinks premises) which will provide activation along both Swan and Burnley Streets. Additionally, policies (such as clauses 11.03-1R and 18.01-1S) encourage the concentration of development near activity centres and more intense development on sites well connected to public transport.

182. The site is well documented within both State and local policies as being a regionally significant commercial site (MICLUP) and a strategic redevelopment site (SSSP) that is slated for more intensive development (DDO14), subject to the delivery of significant public realm outcomes, public benefit outcomes as well as a responsive and high quality built form.

183. The site and adjacent surrounding land is located within commercially zoned land with the rail corridor located to the south. As a strategic redevelopment site the site has a number of attributes that facilitate a higher development capacity such as the overall size of the site, the underutilised development capacity, no heritage restrictions, distance from residential/sensitive uses, proximity to public transport corridors and services within the surrounding area.

184. The proposal complies with the strategic direction outlined within the SEES by continuing the commercial use of the site in a more intensive form, in order to facilitate greater growth and densification. As previously identified, the SSSP identifies the timber yard site as a site slated for significant redevelopment and change.

185. At a State level, the metropolitan planning strategy *Plan Melbourne* seeks to create 20-minute neighbourhoods, where people can access most of their everyday needs (including employment) within a 20-minute walk, cycle or via public transport. These neighbourhoods must be safe, accessible and well connected for pedestrians and cyclists.

186. The site fulfils this criteria, with tram routes along Swan Street, the site abutting Burnley Station and funding currently being sought for a bus route through the area. The proposal includes a total of 338 on-site bicycle spaces, including 56 visitor bike spaces, bike repair workshop and end-of-trip facilities thereby encouraging the use of alternative modes of transport to and from the site the site rather than encouraging the reliance on motor vehicles. This is encouraged by clauses 18.02 – Movement Networks; 21.06-3 – The Road System and Parking; and 21.03 – Vision of the Scheme.

187. The site is located in an area suitable for redevelopment, with a proposed built form that generally includes some elements of diverse pattern of urban form in the neighbourhood, creates a new built form character and would result in no unreasonable off-site amenity impacts due to the surrounding commercial uses.

188. Having regard to the above, the proposed development of the site for a greater provision of floor area for office is considered to have strategic planning support, however regard must be had to the appropriate scale and massing of the proposal, based on the individual context and

the Scheme requirements, most notably the DDO14. This aspect of the development will be discussed below.

Built form and Urban Design including Affordability

189. The primary considerations for the proposed development are the decision guidelines at clause 34.01-8 of the Scheme as well as the provisions of Schedule 2 and Schedule 14 of the DDO. The urban design assessment is further guided by planning policy at clauses 15.01-1S (Urban design), 15.01-2S (Building design) and 22.10 (Built form and design policy).

190. These provisions and guidelines seek a development that responds to the existing or preferred neighbourhood character and provides a contextual urban design response reflective of the aspirations of the area. Particular regard must be given to the height and massing, street setbacks and the proposal's relationship to adjoining buildings and the public realm. These considerations will be addressed separately below.

Urban form, character and context

191. As already outlined in the *Surrounding Land* description of this report, the surrounding neighbourhood character is mixed. The northern side of Swan Street is a mixture of finer grain commercial buildings with some larger apartment buildings emerging amongst existing office and warehouses whilst along the southern side there are much 'bulkier' and taller office buildings emerging with older warehouses.

192. The existing neighbourhood character along the southern side of Swan Street is not one which Council prefers. This part of Swan and Burnley Streets (Burnley Village) is earmarked to be "vastly transformed" within Councils adopted document, the SSSP. The SSSP also includes a built form objective "to establish a new built form character that is complementary to existing context".

193. The existing context along the northern and southern side of this part of Swan Street will significantly change in the future as envisioned by Council's own adopted documents. The relevant strategies of the SSSP are:

(a) *Provide active frontages to the street.*
(b) *Rebuild/reinforce the street wall height along Swan Street and Burnley Street to create a consistent 3 storey built form scale with visually recessive upper levels.*
(c) *Ensure that the prevailing fine-grain pattern is preserved on larger sites or where sites are consolidated.*
(d) *Encourage taller buildings on the south side of Swan Street between Burnley Street and Stawell Street.*

194. The proposal complies with all of these, being on the southern side of Swan Street between Burnley and Stawell Streets and vastly improves on the previous proposal (PLN15/0057) in respect of the level of active frontages (including to the rail corridor to the south).

Podium

195. In regards to the podium, this is expressed in two forms as it presents to Swan Street and the rail corridor that can be described as the eastern form and the western form.

196. Whilst the eastern form adopts a four storey podium of 17.85 metres, this is considered to integrate well with the emerging character of the area and in particular the current approval at No. 484-486 Swan Street that also adopted a four storey and 16 metre high street wall at the common boundary (both to Swan Street and the rail corridor).

197. It is considered that the step up in height from this development and the subject site is appropriately managed through the materiality utilised. Furthermore, the podium of the

adjoining development is currently proposed within the current amendment to increase to 16.6 metres. If approved it would still be considered that the step between the two street walls would be appropriately managed.

198. In addition to the above, the six storey street wall of the development on the opposing side of Swan Street, at No. 429-433 Swan Street, with a height of 17.71 metres demonstrates that more robust forms interfacing with the street are common attributes of emerging design that go beyond the three storey built form scale envisioned by the SSSP.

199. The western form of the streetwall is expressed as a three storey form to Swan Street which wraps around to Burnley Street and steps down to a two storey form for the rear half that again wraps around to the rail corridor. This acknowledges the sensitivities of the south-western interface, with Burnley Station and the improved public realm that creates a future plaza area.

200. It is considered that the built form scale of the street wall, whilst varying between two and four storeys, is site responsive in reinforcing the street wall height along Swan Street and Burnley Street.

201. Council's Urban Design consultant shared this view, commenting that the street wall steps appropriately along the differing site interfaces. Whilst issues were identified with the architectural expression, this will be discussed further later.

202. Where the podium forms step up or down, the building provides an indented setback to assist in breaking down the massing of the long site frontage and the differing podium forms. This is particularly evident above the podium and is highlighted within the landscape concept plan (Figure 16).

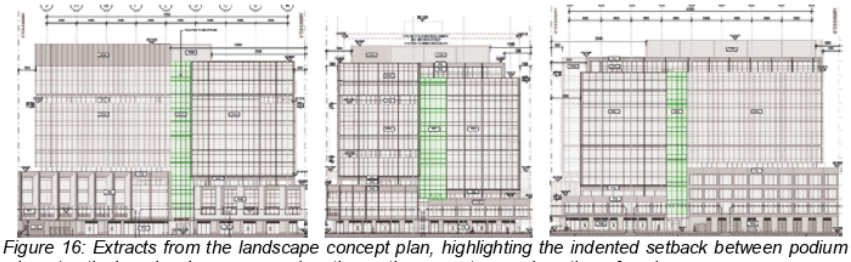


Figure 16: Extracts from the landscape concept plan, highlighting the indented setback between podium forms, where 'vertical gardens' are proposed on the northern, western and southern facades

203. The proposal has complied with the built form objectives and strategies of the SSSP and ensures the building is integrated with the surrounding urban context as per the design objectives of the DDO14.

204. This building will be contributing to a new built form character along this part of Swan Street, consistent with other approvals and the requirements of the DDO14 as discussed further below. This is a new built form character that is expected to develop as the sites further to the east within the C2Z build on and form a new emerging character that is more aligned with the strategic significance of this area.

Height, scale and massing of the development

205. There is a clearly established emerging character of higher built form in the area as identified above. All of these attributes favour the subject site's potential for a greater height with the proposal fitting in with the emerging height range of the area. As such, the height is compliant with policy at clauses 15.01-1, 15.01-2, 22.10-3.2 and 22.10-3.3.

206. Council's adopted SSSP shows the subject site as an area where a 10-12 storey building should be located. As already outlined in the *Policy and strategic support* section of this assessment, Council has envisioned significant change of this magnitude on this site.

207. Council's overlay, DDO14, which is a site specific overlay is particularly specific with regards to the appropriate height and massing which should occur on the site. These built form recommendations are outlined below:

    (a) *The building height should not exceed a maximum of 42 metres.*

    (b) *The maximum height does not include building services which should be hidden from view from any adjoining public space or designed as architectural roof top features. Building services include but are not limited to plant rooms, air conditioning, lift overruns and roof mounted equipment.*

    (c) *Reinforce the street wall height along Swan Street and Burnley Street to create a consistent 3 storey built form.*

    (d) *Upper levels should be setback from the podium at all site boundaries, except for façade articulation of up to 0.5m, as follows:*

        (i) A minimum of 6m from Swan Street to provide upper level setbacks from the primary street frontage.

        (ii) A 5m setback from the eastern boundary to provide upper level building separation between the subject site and any future redevelopment of the abutting property.

        (iii) A minimum of 3m setbacks from the south (rail corridor) and west (Burnley Street).

    (e) *Provide building separation between built form elements at upper levels.*

    (f) *Ensure that built form elements above the street wall are visually recessive and do not contribute to visual bulk.*

208. The building height exceeds the 42 metre height and does not provide all of the setback requirements referenced within the DDO14 and therefore it must be determined if the development achieves:
    (a) an exemplary built form outcome,
    (b) an exemplary public realm outcome,
    (c) an innovative environmentally sustainable development,
    (d) minimal overshadowing of the public realm and
    (e) minimal adverse amenity impacts to adjoining properties in accordance with the requirements of Section 2.0.

209. Whether the development achieves an exemplary built form outcome and is appropriately massed to achieve minimal adverse amenity impacts that do not contribute to visual bulk will be discussed below. The other items will be discussed relevantly, within the balance of the report.

210. The building presents as 53.65 metres in height associated with the eastern portion where fronting Swan Street whilst the western portion presents as 48.85 metres in height. To the rail corridor the building presents as 44.7 metres in height, with the eleventh level setback by 8.29 metres to be read as a separate more recessive element.

211. Along Burnley Street the development presents as 48.85 metres in height for the northern portion, with the southern portion presenting as 44.7 metres in height due to the setback adopted at the eleventh level from the western boundary of 13.6 metres. To the east, the building will present as 48.85 metre form for the southern portion and 53.65 metres for the northern portion.

212. It is expected that the development, exceeding the height of 42 metres as referenced within the DDO14 provide significant and exceptional built form, public realm and ESD outcomes.

213. Whilst the height above the 42 metres is not considered a significant departure from the DDO14; in regards to height it must be determined whether the massing appropriately responds to the differing interfaces.

214. Excluding plant, the number of storeys proposed (12) is within the preferred future mid-rise character for Swan Street of generally 5 to 12 storeys. Council's external Urban Designer raised no issues with the proposed height. There are however, three aspects of the massing that were identified by Council's Urban Design consultant as requiring further design resolution and will be discussed in turn as follows:

South-eastern upper level setback

215. To ensure the architectural quality, upper level setbacks, visual breaks and design interest from the eastern approach respond to Local Policy and the provisions of DDO14 Council's Urban Design consultant recommended the following:

(a) At level 11 the eastern façade should be setback 8 metres from the eastern boundary for the section from 1 metre south of Gridline 3 to the southern façade; and
(b) At level 11, the south roof zone reconfigured to a landscaped terrace.

216. As previously identified, sketch plans were provided on 5 June 2020 providing an upper level setback to the eastern boundary of 6.23 metres in lieu of 8 metres, increasing from the 4.5 metre setback as shown on the proposed plans. The applicant identified that the 6.23 metre setback, in lieu of 8 metres, was required to maintain functionality, passive surveillance and for structural requirements.

217. This would result in a 1.73 metre setback from the level below when the setback requested would provide a 3.5 metre setback from the level below. Acknowledging that this is less than the requested setback by Councils Urban Designer, the increased separation coupled with an additional landscaped terrace provides a good response to receding this corner of the building. A condition can be included requesting this setback change.

218. In respect of the landscaped terrace within the southern setback zone, a condition can be included to require this. This will ensure passive surveillance is maintained, and improved, to the south. The applicant provided a digital model demonstrating the modifications to the building as referenced above (Figure 17).



Figure 2 – Submitted Proposal



Figure 3 – Proposed alternative response

Figure 17: Digital modelling of the proposal showing the current proposal (left) and the proposal including the Level 11 eastern setback of 6.23 metres (right).

South-western upper level setback

219. To ensure the proposed development responds to Local Policy and the provisions of the DDO14, where outcomes that enable increased density and scale are considered appropriate where they are able to mitigate offsite impacts, Council's Urban Design consultant recommended that the scale of the south-western corner and plant level should be eroded further, through the following:

    (a) At level 10, setback the west façade to 13.5 metres for the entire west elevation south of where the building currently indents to 10.97 metres;
    (b) At level 10, setback the southern façade to 12 metres, west of Gridline E; and
    (c) Setback Level 11 in accordance with the setbacks above.
    (d) Relocate the south-western Level 11 terrace to Level 10, in the area created by the conditions above.

220. As previously identified, sketch plans were provided on 5 June 2020 providing, at Level 10, a setback of 10.589 metres for the entire west elevation south of where the building currently indents to 10.97 metres and a setback of the southern façade, west of Gridline E, to 11.322 metres. Level 11 would adopt these setbacks also, with the terrace relocated from Level 11 to Level 10. The applicant identified that these setbacks, in lieu of those recommended by Council's Urban Design consultant, were required due to structural requirements.

221. With respect to the setback of the southern façade, west of Gridline E, it is considered that the proposed 11.322 metre setback is considered acceptable. It will fall short of the recommended 12 metres by 0.678 metres and the difference will be negligible. This setback will also closely align with the current Level 11 setback of 11.14 metres.

222. In respect of the setback from the western boundary it is unclear why the recommended 13.5 metre setback cannot be accommodated with particular regard to the current Level 11 setback of 13.6 metres generally in the same location. This recommendation should therefore remain and form a condition of permit. The recommended 13.5 metre setback would provide an appreciable setback of the two upper levels linking to the two storey podium at this corner.

223. The above conditions as discussed would provide a built form response that scales down to this more sensitive interface and will assist in ensuring that overshadowing of Burnley Station is reduced. Overshadowing will be discussed later in the report.

224. The applicant provided a digital model demonstrating the modifications to the building as identified at paragraph 215 (Figure 18). Whilst the lesser eastern setback proposed by the applicant will not be adopted, the modelling demonstrates the acceptability of the modified southern setback of Levels 10 and 11.



Figure 4 – Submitted Proposal Figure 5 – Proposed alternative response

Figure 18: Digital modelling of the proposal showing the current proposal (left) and the proposal including the erosion of the south-western corner in accordance with the setbacks described in Paragraph 215 (right).

Plant Level

225. Whilst the overall building height does not include plant, DDO14 requires building services to be hidden from view or designed as architectural roof top features. In this instance, the parapet of the building as identified in Figure 19 has been extended by 6 metres in height to conceal the plant, as shown in Figure 20.

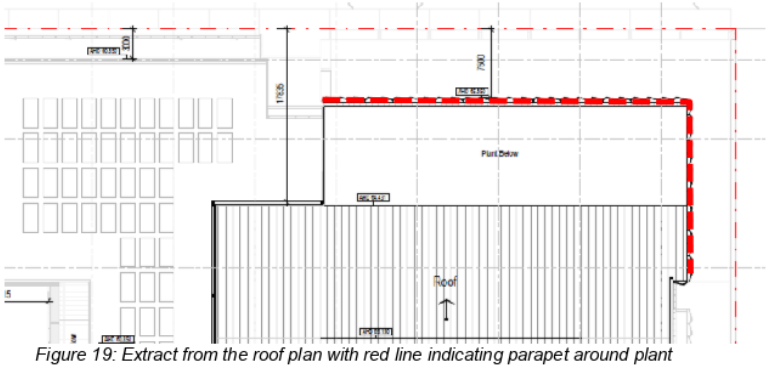


Figure 19: Extract from the roof plan with red line indicating parapet around plant

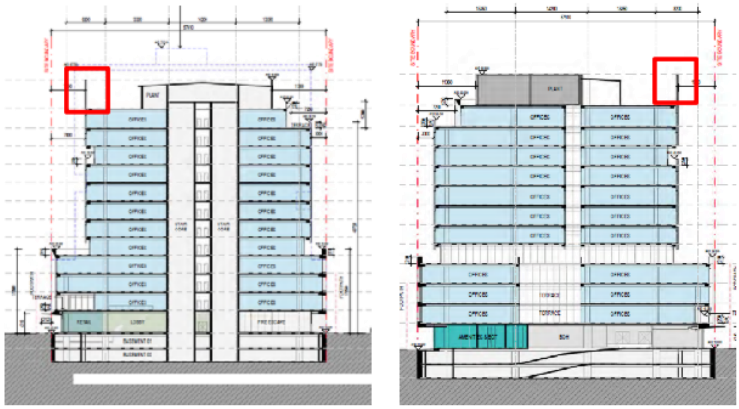


Figure 20: Section B-B and Section C-C showing the 6 metre high parapet proposed to conceal roof plant along the Swan Street interface

226. Council's Urban Design consultant identified that the southern façade at Level 11 was required to be reconfigured with the scale/height of the plant level above reduced to reduce the impact of overshadowing on the central Burnley Station platform between 10am and 2pm to ensure that there is no net increase in platform overshadowing.

227. In addition to this, it is considered that the proposed height of the roof top plant and parapet is unnecessary, resulting in excessive and avoidable visual bulk. The 6 metre high parapet as identified within Figure 19 is to be clad in 'FT03a', a grey powder coated coloured aluminium perforated façade system. This material placed above the lightweight 'FT01b', the glazed curtain wall system Type 2 – articulated façade system, will be visually prominent and there is concern it would accentuate the building height resulting in a 'top heavy' design.

228. The applicant has advised that the extent of plant required has not yet been determined. This is considered an inadequate response and the services must be resolved as they have a direct consequence on the built form outcome.

229. The applicant provided without prejudice sketch plans on 15 June 2020 that provided modified setbacks to the rooftop plant level (no change to the parapet) to address issues of overshadowing to Burnley Station. These plans did not modify the height and it is still considered that the 6 metre high parapet and plant room is excessive and unnecessary.

230. A condition can be included to require the lowering of the parapet around the roof services and for the plant room to be lowered in height, and integrated into the design of the building and minimised to reduce visual prominence.

231. Council's external Urban Design consultant provided the following in relation to the above discussion in summary:

    (a) *The concerns I have when measured against the outcomes sought of the site relate primarily to the scale of the SW corner tower and its consequent impacts and the southern and southeast corners at plant level and level 11 and their impacts and the uniformity of design language applied to the podium levels.*
    (b) *These substantial impacts used as measures against which any exceedance over the DDO must demonstrate alignment have clearly not been met in this instance at this stage but could in my view be resolved by negotiation.*

232. It is clear that further refinement of the aspects discussed above are required, and can be facilitated via condition, to warrant the proposed height exceeding 42 metres with regard to the provisions of the DDO14.

233. The acceptability of the proposed two to four storey street wall heights to Swan Street, Burnley Street and the rail corridor have been discussed and deemed acceptable, in regards to massing.

234. In respect of upper level setbacks, these are considered well setback from the street with the podium forming the main viewpoint for passers-by. In respect of the specific setbacks sought by the DDO14 where heights exceed 42 metres, the minimum 3 metre setback to the south and west have been met.

235. The upper level 6 metre setback sought for Swan Street and upper level 5 metre setback sought to the eastern boundary are proposed to be modified.

236. To Swan Street, above the podium the eastern portion of the development adopts a setback of 7 metres and complies. The western portion, however, provides a setback of 3 metres. This is considered appropriate given the strategic location of the site on the corner of Burnley Street and Swan Street, a major road intersection. The reduced setback will provide an adequate differentiation between the tower and podium elements whilst holding the corner. Council's external Urban Design consultant did not raise issues with the proposed setback at this corner.

237. To the eastern boundary the proposal provides a 4.5 metre setback. This is considered appropriate, whilst 0.5 metres shy of the recommended setback it is considered the 4.5 metre setback provides for an equitable development scenario, as discussed further in this report under *equitable development.*

238. The DDO14 requires built form elements at the upper levels to be separated. As the proposal does not contain multiple elements and is expressed as one building, no separation is required to be implemented.

239. It is considered that the building has been appropriately massed with differing architectural expression provided for the western and eastern portions to break down the massing of the development. The provision of the three landscaped 'vertical gardens' located centrally within the northern, western and southern elevations further assists in breaking down the massing of the development.

Attachment 6 - Report

240. In accordance with the requirements of DDO14, provided with the application was a 3D model of the development and its surrounds in conformity with the Department of Environment, Water, Land and Planning Infrastructure Advisory Note – 3D Digital Modelling. The DDO14 requires a revised model to be provided where substantial modifications have been made. With regard to the amendments recommended to the built form through conditions as referenced above, an updated 3D model will be required to be submitted.

Architectural Quality

241. The development is considered to be of high architectural quality and in that regard responds to the design objectives of clause 15.01-2S of the Scheme. The contemporary design is appropriate and responds well to this part of Richmond with the design offering a modern built form that revitalises the street frontage through generously sized openings, upper level communal areas and the provision of several building entrances along all street frontages.

242. Council's Urban Design consultant was generally supportive of the proposed materials advising that the proposal was close to providing an exemplary built form outcome with regard to the requirements of the DDO14, however, raised issue with the proposed materiality of the podium forms, as follows:

(a) *Of concern currently however, is the uniformity of the proposed treatment of these responses with the eastern end of the Swan Street frontage, a location in an infill setting, given the same design language and finish as the primary corner façade on Burnley Street at the principle interface of the two roads.*
(b) *This continuity amplifies the notion of a single institution expression and conceptual solution rather than addressing the fine grain character, diversity and richness of detail and materiality characteristic of this part of Richmond.*
(c) *The response is inconsistent with the richness of response to context sort in the Local Policy and DDO provisions in my view and as underlined in the report.*

243. In conclusion, the following comment was made:

(a) *The podium treatments internal walk and retail configuration are well configured in a volumetric sense but the materiality and expression of the NE and SW elements require review to diversify the response to better reference the valued attributes of streetscape material diversity and history sought in policy*

244. Whilst an alternative design response to the eastern portion of the Swan Street podium was provided within the without prejudice sketch plans received on 15 June 2020, the documentation provided insufficient information to enable a thorough assessment of the proposal and also did not address the podium design interfacing with Burnley Street. These are therefore considered to be outstanding items.

245. To ensure the architectural expression of the development responds to Local Policy and the provisions of DDO14, the following conditions can be included:

(a) The design expression east of the primary north-south entrance in Swan Street to be revised for each of the podium levels;
(b) The design expression of the Burnley Street zone south of the projecting corner to be revised.

246. Aside from the materiality and fenestration of the podiums identified above, which can be modified by condition, it is considered that the proposed detailing and form of the podiums reference the fine grain subdivision pattern found within the surrounding area assisting in breaking down the massing.

247. With respect the balance of the materiality proposed, the applicant provided materials samples. Following a review of the materials samples and the elevations, it is determined that the following aspects require further resolution:

    (a) Further façade details of the 'FT01a' glazed curtain wall system Type 1 – integrated express mullion and 'FT01b' glazed curtain wall system Type 2 – articulated façade system utilised for the tower forms are required as adequate details of the design intricacies have not been provided. This can be requested by condition.

    (b) The sample provided of 'FT08' aluminium click on batten or similar utilised for the soffits and ground floor seating attached the building does not adequately reflect the warm tones represented within the renders or elevation plans. Furthermore, the soffits of the upper level recesses have not been adequately captured throughout the documentation and is required to be provided. Further development of this material and provision of documentation for the upper level soffits can be requested by condition.

    (c) The sample provided for 'FT03a' grey powder coated coloured aluminium perforated façade system does not show the perforations referenced within the description. In respect of 'FT03a' this is utilised along the southern ground floor interface of the end of trip facilities and a condition can require further details to be provided to ensure adequate transparency and visual connection is facilitated by the perforation. This can be requested by condition.

    (d) In respect of the parapet around the rooftop plant this is also proposed to be 'FT03a' with the plant room, to be clad in 'FT03b' grey powdercoated coloured aluminium horizontal louvre screen façade system. As referenced above, a condition will require the lowering of the parapet around the roof services and for the plant room to be lowered in height and integrated with the design of the building to reduce visual prominence. A further condition can require details of the materiality applied to the plant level to ensure it is integrated with the building.

248. It is considered that a façade strategy and materials and finishes schedule be submitted to resolve the above issues, requiring the following:

    (a) elevations at a scale of 1:20 illustrating typical podium details for all podium types, entries and doors, utilities and tower facade details (in particular the detailing of 'FT01a', 'FT01b' and other glazing types used within the development);
    (b) section drawings to demonstrate façade systems, including fixing details and joints between materials or changes in form;
    (c) information about how the façade will be maintained, including any vegetation;
    (d) a sample board and coloured renders outlining colours, materials and finishes including the following:
        (i) details of the proposed material 'FT08' outlining all areas it is to be applied and ensuring it provides warmth and depth to the overall façade.
        (ii) details of the proposed permeability of 'FT03a' allowing adequate transparency and visual connection to the end of trip facilities;
        (iii) Details of the plant level and any screening, ensuring it is integrated with the design of the building.
        (iv) Glazing materials used on all external walls must be of a type that does not reflect more than 20% of visible light, when measured at an angle of 90 degrees to the glass surface
    (e) The strategy must illustrate the legibility of the proposal from short and distant views, including the extent of podium treatment, façade pattern, colours and ability to provide richness, saturation and depth. This can be provided through montages from various vantage points and/or built model.

249. This will ensure that the materials to be utilised for the development are reviewed prior to construction to ensure they are of a high architectural quality in accordance with the plans

submitted to date. This will also ensure that the reflectivity of the glazing, extensively used, is appropriate.

Landmarks, Views and Vistas

250. It is policy at clause 15.01-2S of the Scheme that important landmarks, views and vistas be protected or enhanced. The impact on long range views and vistas are only relevant where they form part of an identified character of an area (within planning policy) and typically apply to landscapes or natural features.

251. The proposed development does not compete with any identified landmarks given its location and is considered to be an acceptable response to the local policy direction under clause 22.03-4 of the Scheme.

Wind impacts

252. The provisions of the DDO14 seeks to ensure that development is designed to ameliorate adverse wind conditions at street level, communal open spaces, balconies and adjoining properties. The wind report submitted with the initial application has been peer reviewed externally, the wind consultants raised no concerns with the proposed methodology or findings of the report prepared by the applicant.

253. The wind consultants for Council identified one area of concern that the outdoor dining area as shown on the plans along the southern ground floor interface would be well over sitting comfort criterion. Whilst an updated wind memo was provided by the applicant identifying that sitting comfort criterion could be achieved if the seating was relocated further east, Council's Urban Design consultant raised significant concern with adequate wind conditions at ground floor level and on the terraces.

254. To ensure that the proposal results in adequate wind conditions within the public realm, the Wind Impact Assessment (prepared by MEL Consultants, dated April 2020) is to be updated to ensure:
    (a) The northern, southern and western retail frontages achieve pedestrian comfort for stationary, long exposure activities.
    (b) The bicycle arrival achieves pedestrian comfort for stationary, short exposure activities.
    (c) The external terraces at Levels 1, 2 and 3 achieve pedestrian comfort for stationary, short exposure activities.

255. The current wind report identified that at Level 11 the terrace has been shown to be either on or within the walking criterion, with many wind directions achieving stationary activities criteria. With conditions requiring the relocation of the Level 11 terrace to Level 10, with a new Level 11 terrace proposed, the report should also be updated to ensure:
    (a) The external terraces at Levels 10 and 11 achieve pedestrian comfort for stationary, short exposure activities.

256. Subject to conditions it is considered that wind is adequately assessed and will ensure the development would not generate safety concerns for the pedestrian wind environment.

Light, Shade and Public Realm

257. This principle requires the design of interfaces between buildings and public spaces to enhance the visual and social experience of the user. In this respect, the proposal represents a significant improvement in streetscape, public space quality and perceived safety.

258. Council is supportive of the construction of the proposed building with large glazed ground floor lobbies, active tenancies and improved outdoor spaces. Through the activation of the ground floor, the building will provide interaction at street level where there currently is minimal.

This satisfies public realm, pedestrian spaces and street and public space quality policies at Clauses 15.01-2S and 22.10-3.4.

259. The DDO14 provides specific guidance in respect of what is expected on the site. Key design objectives are:

    (a) *To provide for high density, taller development that delivers significant public realm outcomes.*
    (b) *To strengthen connectivity to Burnley Station and establish a highly walkable and cycle friendly public realm.*
    (c) *To ensure that new development does not result in unreasonable overshadowing of the public realm including the adjoining streets, the Burnley Railway Station or neighbouring residential areas.*

260. Furthermore, the DDO14 requires the following to be delivered in respect of the public realm:

    (a) *Provide improved connectivity between Swan Street, Burnley Street and Burnley Station.*
    (b) *Improve the interface between the development and the east-west pedestrian link abutting the southern site boundary.*
    (c) *Enhance the amenity and appearance of the public realm along the Swan Street and Burnley Street frontage and east-west pedestrian link, including elements such as improved footpath treatments, lighting, street trees and street furniture.*
    (d) *Ensure new or improved pedestrian links promote a sense of safety for day and night-time conditions.*
    (e) *Minimise overshadowing of adjoining streets, the public realm and existing residential areas.*
    (f) *Ensure no unreasonable overshadowing impact to Burnley Station.*

261. The above is required to be provided for any proposal on the site.

262. With regard to the height exceeding the 42 metres and setbacks not in accordance with the DDO14, the proposal is to demonstrate it provides an exemplary public realm outcome.

263. The previous planning approval (PLN15/0057) was deemed to provide significant public realm improvements as specified below:

    (a) Along Swan and Burnley Streets where the development is setback from its site boundaries to enable a wider footpath and create a 'pedestrian plaza';
    (b) Construction of DDA-compliant access ramps to Burnley Station and to the pedestrian path along the southern boundary of the site;
    (c) A second walkway up to the pedestrian plaza from Burnley Station;
    (d) Improved landscaping along Swan and Burnley Streets and to the pedestrian link to the south.

264. The previous upgrades to the Burnley Station pedestrian ramps are not proposed as part of this application. These were seen as significant public realm improvements and therefore it must be determined whether the current proposal also achieves these significant benefits to justify the increased height and reduced setbacks. The current proposal provides public realm benefits to the north (Swan Street), south (rail corridor) and west (Burnley Street).

265. The proposal has been setback from Swan Street at ground floor which results in an additional 2 metres to 2.6 metres in width for a footpath area which provides a public benefit for all pedestrians. The setback to the building entrance is also increased to 8.9 metres from the title boundary, providing a circulation space. The proposal also incorporates public seating integrated with the undulating design of the ground floor façade. A canopy over Swan Street is also proposed with the proposal including the planting of six street trees.

266. Both Council's Open Space Unit and Streetscapes and Natural Values Unit raised concern with the proximity of the canopy to the proposed street trees. Whilst the applicant argued that the street trees could be pruned and maintained to accommodate the awning. This is considered unsatisfactory and can be required to be addressed via condition. The Engineering Unit also required the canopy to be shown as being setback 0.75 metres from the boundary. This can also form a condition.

267. The proposal has been setback from Burnley Street at ground floor which results in an additional 1.73 metres to 4 metres in width for a footpath area which provides a public benefit for all pedestrians. The proposal also incorporates public seating integrated along the western edge of the footpath with four new proposed street trees. A canopy over Burnley Street is also proposed.

268. The proposal has been setback from the southern boundary at ground floor which results in an additional 4.5 metre wide area where opposite the ramp leading to the station and 3 metres where adjoining the existing VicTrack pedestrian path. This new space provides a public benefit for all pedestrians and enhances connectivity to the station. The proposal also incorporates a landscaped terrace to manage the levels between the finished footpath and existing VicTrack pedestrian lane.

269. With regards to the above public realm improvements which are within the title boundaries of the site, these will remain as private title with the construction and on-going management/maintenance of the public realm improvements being required as per the endorsed plans and to the satisfaction of Council. This can be dealt with by way of condition on a permit.

270. Overall Council's internal Urban Designers were supportive of the improvements to the public realm. However, they did make some additional recommendations in respect of surface materials and furniture and fixes. A condition of permit can require detailed design plans for the streetscape improvement works with these requirements included.

271. Council's Urban Design Unit raised the potential for the applicant to provide an upgrade to the pedestrian path to the south. This is being delivered in the adjoining development to the east and would constitute a significant improvement to the public realm and will also strongly contribute to the success of the emerging developments. This can be required by way of condition.

272. Advice from Transport for Victoria has indicated that if the existing ramps were to be upgraded to be DDA compliant, this would result in a requirement for the whole station to be upgraded. Burnley Station is not currently slated for redevelopment and redevelopment of the station at the cost of the applicant would be extremely onerous. This was a significant public realm outcome that contributed to the acceptability of the 42 metre height limit imposed within the DDO14.

273. In not upgrading the existing ramps to Burnley Station the proposal allows for an increased footpath width and ability to provide larger street trees and public seating. This will also allow for free movement between the site and Burnley Street, previously the modified ramp would have been a barrier to movement. Whilst this is a positive outcome it is considered that the development is not meeting the requirements of the DDO14 where an exemplary public realm outcome is required for developments that vary the specified height and setbacks.

274. Council's Urban Design Unit identified that there was an opportunity to develop the eastern side of the Burnley Street service road into a shared space. This would result in an exemplary public realm outcome through the inclusion of a safe drop off zone to the station, slowed traffic adjacent the proposed planter boxes/seating, as well improving the adjacent verge planting to soften the interface with the Burnley Street overpass.

275. Whilst asphalt was recommended as the surface material for all re-sheeted footpaths the shared zone would allow the proposed bluestone paving across the full width of the footpath and potentially the shared road space. It is considered that the delivery of the shared zone would represent an exemplary public realm outcome and should be included by condition.

276. In terms of light and shade to the public realm, the proposal does not shade Swan Street at any time of the day as the site is located on the southern side of the street. To Burnley Street, the development would shade the western side until 10am, which is considered acceptable given the limited hour of impact. In respect of the eastern side of Burnley Street the development would shade the footpath until 12PM. Given the orientation of the building it is considered increased shadowing on the eastern footpath is unavoidable, and as such the overshadowing during the morning period is acceptable.

277. With regard to overshadowing impacts to Burnley Station it is clear that when compared to the overshadowing impacts of the approved proposal (PLN15/0057), which was compliant with the DDO14, the overshadowing to the station platforms would be greatly increased. Significantly, the western portion of the central platform would be substantially overshadowed in the morning with increased shadows to this central platform experienced until 2PM when they would clear. At this time, increased and substantial overshadowing would occur to the northern platform.

278. Council's external Urban Design consultant raised significant issues with the proposal, providing the following:

    (a) *Disappointingly the application demonstrates substantive additional overshadowing of the public realm most notably the station platform areas which were the basis of substantial scrutiny at the Panel. The argument that the application is only modestly increasing the loss of amenity is not in my view substantiated by the material provided which demonstrate considerable impact on the area of platform available to access sunlight.*

279. Council's external Urban Design consultant recommended setbacks that have previously been discussed to the eastern edge of Level 11 and to the south-western corner of Levels 10 and Levels 11. These setbacks have been generally recommended to be included as conditions for built form and massing reasons with some modifications, however, they were also recommended to reduce overshadowing.

280. Furthermore, Council's external Urban Design consultant requested the roof plant be reconfigured along with the southern façade at Level 11 to reduce the impact of overshadowing on the central platform between 10am and 2pm at the September equinox. Council's external Urban Design consultant seeks to ensure there is no nett increase in platform overshadowing to the central platform. Again, conditions have been included to ensure the roof plant is reduced in height as it was considered to result in excessive visual bulk, however, no condition has been included regarding the southern façade at Level 11.

281. Turning to overshadowing, the applicant submitted further shadow diagrams on 15 June 2020 demonstrating the overshadowing outcome if the building setbacks at Levels 10 and 11 were adopted as shown in the sketch plans submitted on 5 June 2020 and the plant level was reconfigured as per the sketch plans submitted on 15 June 2020.

282. As these shadow diagrams demonstrate, the overshadowing impact is only improved slightly. To achieve the recommendation of Council's external Urban Design consultant, a condition of permit can require the southern setback of the upper levels of the development to be further setback, or lowered in height, to further reduce the extent of overshadowing experienced to the southern Burnley Station platform.

283. Burnley Station is a key public area and the design response has not addressed this constraint to date. The proposed condition will allow flexibility in the modifications to the development

whilst also ensuring an acceptable response to Burnley Station is provided and an adequate degree of amenity is maintained, as intended by the DDO14.

284. Furthermore, the conditional reduction in height to the roof plant level and parapet around the roof plant will see a reduction to the shadowing of the northern platform. Subject to conditions, it is considered that the proposed overshadowing to Burnley Station will be acceptable.

285. The pedestrian path along the southern side of the subject site will also be in shadow at all times of the day. This is as per existing conditions as the existing southern boundary wall shadows the narrow pedestrian footpath.

Site Coverage

286. The level of site coverage proposed is well above the maximum of 80 percent as directed by clause 22.10-3.6 that applies to new development not within a Heritage Overlay. However as the existing level of site coverage in the surrounding (and immediate) area and within zoning that encourages higher density development (C1Z, C2Z) is similar, it is acceptable. Commercial buildings in this precinct traditionally have high levels of site coverage with this characteristic being evident throughout Richmond.

Landscape architecture

287. Whilst landscaping is not a typical feature of commercial buildings in Richmond, the proposal includes a degree of visible landscaping above the ground level in the form of planter boxes along the perimeters of outdoor terraces and three 'vertical gardens' on the northern, southern and western interfaces.

288. At the ground level, six new London Plane trees are proposed along the Swan Street frontage and four new trees, two Japanese Zelkova 'Green Vase' and two Chinese elms, are proposed along the Burnley Street frontage within raised planters. Where interfacing with the existing station ramp access points, a landscaped terrace is also proposed with low level plantings.

289. In respect of the street trees, Council's Streetscapes and Natural Values Unit were generally supportive of the proposal, with the following recommended (in summary):

    (a) The six London Plane trees to be replaced with *Lagerstroemia indica* 'Natchez' to be consistent with other plantings along Swan Street.
    (b) Further resolution of the proposed canopy which appears to conflict with the proposed tree plantings.
    (c) The four street trees proposed along Burnley Street to be modified to be all Japanese Zelkova 'Green Vase.'
    (d) A review of the garden beds to be provided with details of soil volumes to support the proposed plantings with consideration to passive irrigation or use of water captured by the subject site.
    (e) The removal of any existing trees and replacement are to be completed by Council tree maintenance contractors at the cost of the developer.

290. It is considered that the above is reasonable to ensure consistent tree plantings within the area and the long term viability of the trees and can form conditions of permit.

291. Council's Open Space Unit reviewed the proposal, commenting that the proposed scheme was good and provided increased amenity to this part of Swan Street. A number of items were requested to be included within the landscape concept plan, with further information on the raised garden beds, custom furniture and landscaped terrace also requested. Detailed landscape plans were also requested to be submitted if the application were supported.

292. A number of items that were raised have already been discussed, such as the inability for the ramp to Burnley Station to be upgraded and the conditional requirement for a shared zone to

be provided within the Burnley Street side street. The only outstanding item that will not be covered by condition is the request for additional landscaping within the internal laneway. As this is internal to the site it is not considered relevant.

293. The proposed landscaping represents a significant improvement compared to existing conditions with the subject site where limited landscaping is provided.

Affordability

294. The history of the site with Amendment C185 and the implementation of a condition on Planning Permit PLN15/0057 that required the owner to facilitate the provision of affordable housing, (5% of the total number of dwellings either within the development or off-site) it is considered appropriate for a commensurate outcome to be provided with regard to the current commercial proposal.

295. The rezoning of the land from C2Z to C1Z would have resulted in land value uplift whilst removing important industrial/commercial land where residential uses are prohibited. It is acknowledged within the SEES and the MICLUP that businesses gravitate toward industrial areas where large and affordable sites are available. The inclusion of affordable commercial space would be consistent with the recently adopted MICLUP with particular regard to Principle 4.

296. Principle 4 of the MICLUP seeks planning to support industry and business to innovate and grow in areas identified for these purposes, with a strategy to support the development of buildings that provide affordable, flexible and innovative spaces for businesses.

297. Given the sites regionally significant designation, and the scale of the development delivering a proposed 32,052sqm of office space across twelve levels it is considered appropriate for a condition to be included requiring 5% of the office floor area to be provided as affordable office space which may include a co-working space/social enterprise space/office space for creative design tenant(s) available at a discount compared with market rent or making other arrangements for the provision of affordable commercial space in respect of the same floor area or an equivalent community benefit, such as the delivery or investment in an Aboriginal Employment Program, to the satisfactory of the responsible authority.

298. The proposal will provide an acceptable outcome with regard to commercial affordability, providing a wide range of employment opportunities within a regionally significant commercial area as well as on a strategic redevelopment site.

<u>On-site amenity including Environmentally Sustainable Design</u>

Daylight and Ventilation

299. The proposed development is considered to provide a good level of amenity and indoor environmental quality. Specifically, this is achieved through good access to daylight for the office space due to the allotment abutting Swan Street and Burnley Street to the north and west, and the rail corridor to the south. Along the western boundary, the lower floor plates have been provided with a 12.38 metre by 6.18 metre light court with the upper levels setback a minimum 4.5 metres.

300. Council's ESD Advisor identified that no specific information on expected daylight performance standards has been submitted. In line with their recommendation a condition of permit can require a daylight report to be prepared demonstrating that at least 30% of the net leasable area exceeds a 2% daylight factor standard. This is the minimum BESS standard and will ensure adequate daylight is afforded to the future office.

301. With regard to ventilation, the Sustainable Management Plan submitted with the application indicates that the outside air quality will be improved by 50% beyond the NCC requirements

and demand controlled in response to CO2 sensors, this will adjust outside air rates to occupancy rates to maintain the indoor air quality. In addition to this, the provision of several terraces throughout the design provides operable elements to outside. Council's ESD Advisor raised no concern with the proposed ventilation to the proposed development.

Circulation Spaces

302. The main pedestrian entrances from Swan Street as well as the pedestrian laneway to the south are highlighted through design, with the building indented with a 'green wall' provided where the main entrance is. The main entrance provides access to the central lift cores and stairwells of the building, as well as to several of the retail/food and drinks premises uses.

303. The retail and food and drinks premises are oriented to active Swan Street, Burnley Street and the western half of the rear interface. Several entrances are provided along the interfaces back of house areas shown to be internal to the building. The plans submitted do not show the retail uses in detail, with the documentation identifying that 1,050sqm of the retail use will be provided as food and drinks premises.

304. Other documentation indicates that this space will be utilised as a market and it is understood from the applicant that the detailed design is in the early stages as a result of discussions with potential retail tenants. As Figure 21 demonstrates, the Urban Context Report envisions the larger retail tenancies to be broken up into smaller spaces.

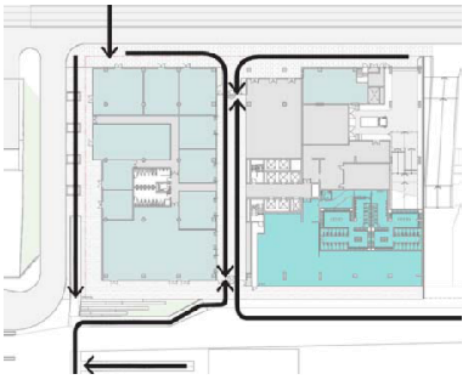


Figure 21: Extract from the urban context report, showing smaller retail tenancies

305. To ensure that the development adequately reflect the finalised ground floor plan in respect of the retail tenancies, and to ensure that the finalised retail scheme is consistent with the documentation submitted, a condition can require the detailed design of the retail spaces to be shown with their uses identified. A condition can also require the WMP be updated to reflect the proposed uses, if required.

306. A 40sqm 'soft slab' is proposed along the western interface of Levels 3 to 7. The inclusion of this 'soft slab' will enable future tenancies that occupy several floors to provide internal stairs to connect the office floor areas and is considered an appropriate future proofing measure to ensure efficient use of the building once it is tenanted.

Facilities

307. Communal facilities are provided at each level for the office tenants. Whilst kitchen facilities are not currently shown on the floor plan, it is considered that this will be designed in the detailed design stage once the building becomes tenanted. External terraces are provided at

varying levels to support the office use. These features will further enhance the amenity of the development.

308. Bicycle parking and end-of-trip facilities are also incorporated into the design on the ground floor with a direct interface to the southern pedestrian pathway and expanded footpath accommodated within the title boundary of the site.

Environmentally Sustainable Design (ESD)

309. Policy at clauses 15.01-2S, 21.07, 22.16 and 22.17 of the Scheme encourage ecologically sustainable development, with regard to water and energy efficiency, building construction and ongoing management. Council's ESD Advisor confirmed that the proposal was close to meeting Council's Best Practice ESD standards.

310. Further, the redevelopment of the site located in an existing built-up area makes efficient use of existing infrastructure and services, and the proximity of the subject site to numerous public transport modes reduces reliance on private vehicles.

311. Council's ESD Advisor identified areas of deficiencies and outstanding information that needed to be provided. This was outlined within their referral comments as follows

Application ESD Deficiencies:

(a) *10% improvement in energy efficiency (minimum), is the only clear commitment to an energy performance standard specified within the SMP. This standard just meets Council's best practice standard for thermal energy. Recommend that a large development like this demonstrates leadership with at least a minimum 20% improvement above NCC 2019 standards. Recommend that prior to commencement a completed JV3 energy report be submitted demonstrating the proposed energy performance standard.*

(b) *282 bicycle parking spaces plus additional spaces for visitors. This falls short of our best practice standard for bicycle parking (10% of building users), which for 32,053m2 NLA should be 320 bicycle spaces. Recommend increasing bicycle parking 320 spaces.*

(c) *Electric vehicle charging infrastructure is an option being considered. Recommend electric vehicle charging infrastructure for at least 5% of vehicle spaces is provided.*

Outstanding Information:

(d) *No specific information on expected daylight performance standards has been submitted. Recommend that a daylight report be prepared using daylight modelling or GBCA Hand Calculation method demonstrating that at least 30% of NLA exceed a 2% daylight factor standard. Lower levels are split with a north-south internal atrium which will assist bring light into lower office levels, but the upper levels enclosing the atrium will reduce this potential. A glazing VLT of 45% could be improved to increase daylight levels, as could the increase of the atrium over a greater number of levels.*

(e) *There is little detail on the size and capacity of the proposed solar PV array. Please update the SMP with approximate size (kWp).*

(f) *The notation on plans shows a 70,000 rainwater tank, not 90,000 as required by the stormwater and WSUD reports. Please update the architectural plans to be consistent with the SMP.*

312. It is considered that all items can be addressed by conditions as these items request further detailed analysis of the ESD measures. With respect to the application deficiencies outlined above at (b) and (c), these will be discussed further within the bicycle facilities and strategic transport section of this report. With respect to items (e) and (f) it is acknowledged that these are required to be shown on the development plans. A condition can require these items to also be shown on the plans with any solar PV array to be shown and adequately screened from view.

313. In addressing the outstanding concerns the development would meet Council's ESD best practice standard and achieve Australian excellence with the proposed Green Star 5 Star Rating targeted. This is considered an appropriate response, as the development is exceeding the height specified within DDO14 the proposal is also required to deliver an innovative environmentally sustainable development.

314. To warrant the additional height above the 42 metres as specified within the DDO14, a condition will be included requiring the development to ensure a zero net carbon performance standard, as defined by the Green Building Council of Australia, forming part of a minimum 5 Star Green Star certified rating.

315. This would be considered an innovative environmentally sustainable development outcome. Furthermore, the applicant has chosen to commit to achieving a Green Star 5 Star Rating. In terms of Green Star ratings, certification by an accredited professional is required for claiming a particular star rating. The Green Star tool can facilitate and support a zero carbon emission pathway.

316. Council will be requiring its standard condition which requires an implementation report to confirm all measures specified in the SMP have been implemented in accordance with the approved plan. Subject to conditions, the proposal provides an innovative and exemplary ESD response as required by policy.

Off-site amenity including City Link Exhaust Stacks and Waste Management

317. The decision *guidelines* at Clause 22.05-6 specify that Council should consider (as appropriate);

    (a) *The extent to which the proposed buildings or uses may cause overlooking, overshadowing, noise, fumes and air emissions, light spillage, waste management and other operational disturbances that may cause unreasonable detriment to the residential amenity of nearby residential properties.*

318. Furthermore, as the proposed height is to exceed the 42 metres as specified within DDO14, the development must demonstrate that the proposal results in minimal adverse amenity impacts to adjoining properties.

319. The appropriateness of amenity impacts need to be considered within their strategic context, with the site located on land zoned C1Z. As the site surrounds description identifies, the closest residential properties are located to the north across Swan Street (429-437 Swan Street) and to the south, across the railway line along Madden Grove. These properties are 20 metres and 65 metres from the subject site respectively. The properties to the east and west are both zoned Commercial 2 Zone, in which residential use is prohibited.

Equitable Development

320. To ensure the 'fair, orderly, economic and sustainable development of land' in accordance with the objective of the Act, matters of equitable development should be considered.

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321. In this instance, only the eastern interface is considered relevant as there are no directly adjoining properties to the north, south and west.

322. As identified, the site to the east is proposed to be developed pursuant to Planning Permit PLN17/0448. The current permit allows for a mixed-use building (no residential uses) predominately containing offices and is built to the common boundary for four levels before adopting a minimum 5 metre setback for the upper levels.

323. The amended proposal again is built to the boundary for four levels (noting a 7.3 metre x 4.2 metre light court on Levels 2-4 behind a boundary wall is now proposed, setback from the street by 25.4 metres) before adopting a minimum 4.5 metre setback for the upper levels. The building maintains the predominant office use.

324. With a minimum upper level setback of 4.5 metres proposed to the east, the proposal considered against both the approved and proposed scenarios would result in generous separation distances at the upper levels of 9 metres (total minimum). This is in excess of the requirements of the current DDO17 and modified DDO17 sought pursuant to Amendment C191 that applies to the broader Swan Street MAC that seek a minimum 3.0 metre setback from common boundaries where a commercial or non-habitable room window is proposed.

Noise

325. Given that the office, retail and food and drinks premises uses do not require a planning permit the noise from these uses cannot be considered, however, clause 22.05 – *Interface uses policy* of the Scheme seeks to ensure new commercial development is adequately managed having regard to its proximity to residential uses.

326. Given the separation between the subject site and sensitive land uses are 20 metres at a minimum from the site, the proposal is unlikely to result in unacceptable noise emissions given that the building would be used for offices with a ground floor retail and food and drinks premises.

327. The applicant submitted an acoustic report to address noise impacts to and from the development. With regards to the proposal, noise impacts to the subject development were identified as rail and road traffic. Noise impacts from the proposal to the closest residential receivers (429-437 Swan Street) were identified as noise from roof mounted mechanical plant and equipment, the loading bay, car parking and rubbish collection noise as well as emissions from the retail premises.

328. The acoustic report provided by the application was peer reviewed by Council's Acoustic Consultant. With regards to the noise impacts to the development and from the development to residential receivers, the proposal was deemed to be satisfactory, however the following was noted:

    (a) In respect of the measurements of the road traffic noise, Council's Acoustic Consultant identified that the means by which the long term averages have been derived were not provided in the report, nor had the logging data. They recommended this be included for transparency and therefore this will be required by condition.

    (b) In respect of retail tenancy noise emissions, the applicant's acoustic report identifies that future occupants will provide a patron noise assessment if required. As no retail tenancy/food and drinks premises would require further approvals this would not be required and therefore will not form a condition of permit.

        A stand-alone condition will be included requiring the uses to comply at all times with the State Environment Protection Policy – Control of Music Noise from Public Premises (SEPP N-2).

(c) The building services are proposed to be designed to meet SEPP N-1 noise limits during the detailed design phase of the project, with input from the acoustic engineers. A condition will require a review of all acoustically significant mechanical plant, including the car park entrance door and loading bay prior to the occupation of the development to ensure that SEPP N-1 has indeed been met.

A further condition will require noise and emissions from plant equipment to comply at all times with the *State Environment Protection Policy – Control of Noise from Commerce, Industry and Trade (SEPP N1)*. This is a standard condition to remind the permit holder of their obligations.

329. In respect of vibration, the applicants' acoustic report recommended remeasuring the vibration once excavation of the site had been completed as excavation may alter the ground conditions. This is support by Council's Acoustic Consultant, who recommended the following:

(a) *The proposed approach is appropriate. We recommend that vibration is re-measured* following *excavation of the site, and that the VDV is measured directly, or that full details of the measurement results and conversion calculation to obtain the VDV is provided at that time (SLR requested this information in relation to the original Acoustic Logic assessment, however it was not provided). The VDV should be measured and/or calculated in accordance with the 2008 British Standard referenced by Floth (the 2015 Acoustic Logic assessment used the 1992 Standard, which referenced different weighting curves).*

330. This matter can be addressed via permit condition on any permit to be issued. The condition will reflect the requirement for this to be undertaken following excavation of the basement. This complies with the decision guidelines of DDO14 which requires new development to protecting the amenity of occupants from the off-site impacts of existing uses and activities.

331. Due to the provision of a loading bay within the building, a condition can require deliveries and waste collections to be undertaken in accordance with the times prescribed by Council's Local Law. This would assist in minimising noise disruption to the surrounds from these noise sources.

Visual bulk and overlooking

332. In relation to overlooking, it is an accepted principle that overlooking only occurs between habitable rooms (i.e. bedrooms and living rooms) and private open spaces within a 9 metre radius. The proposed building will not be within 9 metres of any residences.

333. The proposed development is for an office and therefore is not subject to the same requirements as would be afforded to other built form typologies, such as an apartment building. Regardless, when assessed against the neighbouring development (current approval and current amendment) the combined separation distance of 9 metres is considered to address any overlooking concerns between these commercial developments.

334. In respect of visual bulk impacts, it is considered that the separation provided by Swan Street to the north and the train lines to the south would adequately mitigate visual bulk impacts to the more sensitive interfaces.

Overshadowing

335. As discussed earlier in the report, the proposed development would increase the shadowing impact into the public domain only. There is no secluded area of private open space associated with any existing dwelling that would be impacted by the additional shadows cast.

Fumes and air emissions, light spillage

336. The majority of the office, retail and food and drinks premises uses are enclosed with the uses conducted indoors (with the exception of the outdoor terraces for office and ground floor outdoor dining areas). All uses within the building do not require planning permission to operate.

337. The proposed uses are not considered to result in unreasonable air emissions, with light spill from the upper level offices limited due to the nature of the use that is anticipated to operate primarily during the day. There would be no fumes associated with the proposed uses.

City Link Exhaust Stacks

338. The Design and Development Overlay Schedule 5, City Link Exhaust Stack Environs (DDO5) requires that notice of a development be given to the EPA, Transurban City Link Limited and the Roads Corporation (Transport for Victoria). The design objectives of DDO5 are as follows:

    (a) *To ensure that the development of land around the City Link exhaust stack is not adversely affected by the operation of the stack.*
    (b) *To ensure that development of land around the City Link exhaust stack does not adversely affect the operation of the stack.*
    (c) *To ensure that the relevant authorities are informed of development within close proximity of the City Link exhaust stack and to facilitate comment by those authorities on any specific requirements relating to the design and built form of new development in the area which might be desirable having regard to the proximity of the stack.*

339. The EPA reviewed the proposal and advised that they had no issue with the proposed development. The advice of the EPA is considered adequate to consider that the City Link Exhaust Stacks will not adversely impact the proposed development, meeting the relevant purpose of the DDO5.

340. Transurban City Link and the Road Corporation (Transport for Victoria) were notified of the proposal, neither of which raised concern about impacts of the proposed development on the exhaust stacks with Transurban City Link deferring to the advice of the EPA. Accordingly, the objectives of the DDO5 are considered to be met.

Waste Management

341. An updated WMP was submitted on 21 May 2020 to address concerns that had initially been raised by Council's City Works Unit on 8 May 2020.

342. The updated WMP includes the following key features:

    (a) Provision of a 136sqm waste storage room within the ground floor for 19 x 1,100 litre bins (9 for garbage and 10 for recycle) and a 5sqm area for hard waste and e-storage.

    (b) Inclusion of a food digester that will decompose organic food matter into a product of CO2 and greywater, with no residual waste generated.

    (c) All waste removal will be undertaken by a private contractor. Waste collection will be undertaken internal to the building, three times per week. A standard SRV sized collection vehicle, or smaller, will prop within the loading bay provided at ground level with the operators collecting and returning the bins to the waste storage room. The vehicle will enter and exit the site in a forwards direction.

    (d) A wash down area will be provided within the loading bay where building management will manage the regular cleaning of the bins, alternatively, a third-party contractor could be engaged for bin cleaning services to be undertaken off-site.

343. Following a review of the updated WMP (authored by WSP and dated May 2020), Council's City Works Unit advised that the document was satisfactory.

344. The collection of waste from within the title boundaries will assist in ensuring all commercial activities are contained within the boundaries of the site to ensure that unreasonable impacts to the residential properties on the northern side of Swan Street is limited.

345. A condition is to be included to ensure that the WMP is amended to reflect the proposed changes to the floor area of the proposed office, due to the increased setbacks, and to also accord with the ground floor uses if modified as a result of the conditional requirement for the retail spaces to be shown. A further condition can be included to ensure that the provisions, recommendation and requirements of the endorsed WMP are implemented and complied with.

Car parking, traffic and alteration of access

346. Under clause 52.06 of the Scheme, the applicant is seeking a parking reduction of 795 car parking spaces, including a full waiver of the car parking spaces required for the retail/food and drinks premises and a partial waiver for the office, with 222 on-site car parking spaces proposed.

Parking Demand

347. With regards to the car parking demand generated by the proposed office and retail/food and drinks premises uses, it is acknowledged that the statutory car parking rates outlined in the Scheme are conservative when applied in this instance, given the inner-city location of the subject site and proximity to alternative transport means.

348. A Red Dot VCAT decision (***Ronge v Moreland CC [2017]*** VCAT 550) made numerous statements with regards to car parking reductions. The Member clearly advocated for a reduction in the statutory car parking provision in inner-city sites such as this. Whilst this decision pertains to a site in Brunswick, the context is similar, being located within proximity to train stations and tram routes. In this instance, the subject site is closer to public transport opportunities and the Melbourne CBD than the review site.

349. Throughout the decision there are numerous relevant statements in support of the reduction and also regarding the limited importance that should be placed on car parking demand assessments. Relevant statements within the summary of this decision are applicable to this application, as follows;

    (a) State and local planning policies are already acknowledging the change that is required in the way in which people travel with Plan Melbourne 2017-2050 and State policies referring to 20-minute neighbourhoods and greater reliance on walking and cycling.

    (b) Our roads are already congested and will be unimaginably so if a 'business-as-usual' approach is accepted through until 2050. The stark reality is that the way people move around Melbourne will have to radically change, particularly in suburbs so well served by different modes of public transport and where cycling and walking are practical alternatives to car based travel.

    (c) A car parking demand assessment is called for by Clause 52.06-6 when there is an intention to provide less car parking than that required by Clause 52.06-5.

    (d) However, discussion around existing patterns of car parking is considered to be of marginal value given the strong policy imperatives about relying less on motor vehicles and more on public transport, walking and cycling. Census data from 2011 or 2016 is simply a snapshot in time, a base point, but such data should not be given much weight in determining what number of car spaces should be provided in future, for dwellings with different bedroom numbers.

(e) Policy tells us the future must be different.

(f) Oversupplying parking, whether or not to comply with Clause 52.06, has the real potential to undermine the encouragement being given to reduce car based travel in favour of public transport, walking and cycling.

(g) One of the significant benefits of providing less car parking is a lower volume of vehicle movements and hence a reduced increase in traffic movements on the road network.

350. The *Ronge v Moreland* decision also confirms that in inner city areas where there is access to alternative forms of transport, we need to drastically change how we are currently moving around Melbourne. Providing less car parking spaces encourages people to cycle, walk or use public transport.

351. Specifically in relation to the particular benefits of the site location, the reduction being sought by the proposal is further supported by the following:

(a) The site is well serviced by public transport, including the Burnley Train Station and tram services along Swan Street at the sites frontages.

(b) The surrounding area has a good bicycle network and the development includes employee bicycle parking spaces and end of trip facilities in excess of rates specified within the Scheme to encourage staff to ride to work.

(c) Office land uses are particularly conducive to alternative transport modes given that trips typically occur within peak hour when public transport services are most frequent. The regularity and familiarity of the journey is also a factor that encourages alternative travel modes. Employees are also more likely to cycle to avoid peak hour traffic delays.

(d) There is limited on-street parking in the area, with restrictive parking controls acting as a disincentive for employees to travel to work by car. Occupant or visitor parking permits will not be issued for the development and building tenants would be entering leases aware of the on-site parking availability. Therefore businesses with a high reliance on car parking are unlikely to take up a lease at the site.

(e) Visitors, clients and customers to both uses would likely be aware of the car parking constraints in the area or otherwise be made aware by the occupants of the building, thus also encouraging use of alternative modes such as public transport, cycling or taxis. Furthermore, in respect of the retail/food and drinks premises customers, any spare on-street short-term car parking capacity would be shared amongst sites within the activity centre resulting in multi-purpose trips.

(f) Council's Engineering Unit are supportive of the application on the basis that it is in line with the objectives of Council's *Strategic Transport Statement* noting that the site is ideally located with regard to sustainable transport alternatives and the reduced provision of on-site parking would discourage private motor vehicle use.

Parking Availability

352. The applicant's traffic engineers (Impact Traffic Engineers) did not conduct a parking survey however, it is understood that on-street parking demand is very high and close to saturation point. As acknowledged in the *Ronge v Moreland* decision, existing patterns of car parking usage is not useful given policy within Clause 52.06 encourages the use of other forms of transport.

353. Council's Engineering Unit were supportive of the proposed reduction, stating the following:

(a) *From a traffic engineering perspective, the waiver of parking associated with this development is considered appropriate in the context of the development and the surrounding area. Employees would commute to and from the site using more sustainable forms of transportation*

Traffic and Alteration of Access to a Road Zone, Category 1

354. The applicant's traffic report indicated that an intersection study of Burnley Street/Swan Street and the existing site access were undertaken over a three-day period. Data was provided for Tuesday 19 November 2019 and Wednesday 20 November 2019. Council's Engineering Unit requested further supporting details be provided, including details of the third survey. These details were provided on 12 June 2020 and deemed to be satisfactory.

355. The following traffic generation for the site was adopted by the Applicant's Traffic Engineers and reviewed by Council Engineers.

Proposed Use	Adopted Traffic Generation Rate	Peak Hour	
		AM	PM
Office (222 spaces)	0.5 trips per space in each peak hour	111	111

356. The proposal would have the following traffic directional split:

(a) AM Peak – 10% outbound (11 trips), 90% inbound (100 trips); and
(b) PM Peak – 90% outbound (100 trips), 10% inbound (11 trips).

357. Council's Engineering Unit commented that the peak hour traffic volumes generated by the site are high and account for approximately 10 percent of existing traffic volumes along Swan Street. They also commented that the gap analysis performed by Impact Traffic Engineering suggests that there is sufficient capacity to comfortably accommodate the development's traffic without impacting on the traffic operation along Swan Street. Further information was also requested by Council's Engineering Unit on this aspect, who commented that the findings were acceptable.

358. Whilst Council's Traffic Engineers queried whether the car park entrance should be signalised, such as adopted within the previous approval (PLN15/0057), the applicant provided further information on 12 June 2020 on this aspect. Following review, Council's Engineering Unit commented:

(a) *The peak hour volumes of the current development proposal are less than the volumes contemplated for the previous development proposal on the land. Impact Traffic has confirmed that the volumes generated by this site would not meet the minimum warrants specified in the Austroads Guide to Traffic Management for signals. It is understood that the Department of Transport also agree that signalisation of the development entrance is not warranted at this time. This item has been addressed.*

359. This aspect was also considered by Transport for Victoria, who provided a joint response to the referrals undertaken due to the alteration of access from a Road Zone, Category 1 (Clause 52.29) and due to the office floor area exceeding 10,000sqm (Clause 66.02-11). Transport for Victoria made the following comments:

(a) *As Council will be aware, the Department have considered a previous application for this site through a Planning Scheme Amendment and Planning Panel several years ago. At the time, there was considerable debate at the Panel about the provision of traffic signals to access the site, delays to trams along Swan Street and public realm works to integrate Burnley Station and surrounds.*

(b) *The new use and development has less car parking spaces and places emphasis on the site's public and active transport access which is welcomed. The Department have reviewed the new application and have concluded that traffic signals can be waived in this instance provided access is restricted to a left in left out arrangement like the application at the adjoining property to the east.*

(c) *The Department have also recommended a detailed road safety audit for the site and public realm works to assess and improve pedestrian / cycle movements and traffic safety to and from the site and surrounds.*

(d) *The Burnley Street underpass was also discussed during the Planning Panel and is currently used for Metro Trains bus replacements. The underpass is also slated for a bus terminal when funding for a bus route becomes available. The space available in the underpass is already restrained and we would respectfully request Council use this opportunity to remove on street parking in this location for pedestrian improvements and protection of existing and future public transport requirements.*

360. Transport for Victoria advised they did not object to the proposal, subject to the implementation of several conditions. With key conditions outlined below:

(a) Provision of left-in and left-out access only.
(b) Provision of a formal road safety audit, including a function layout plan.
(c) Provision of a post development road safety audit.
(d) Provision of details of the public realm works where on VicTrack land.

361. All of these conditions are to be included on the permit, pursuant with the requirements of the Act. It is considered that the proposed information submitted to support the impact to the surrounding road network is satisfactory.

362. Council's Engineering Unit requested the following to be clarified by the applicant:

(a) Impact is to also confirm if the removal of on-street car parking along the south side and north side of Swan Street is necessary to improve traffic movements along Swan Street. This is considered to be captured by Condition 2 of the Transport for Victoria conditions and would be required to be reviewed by Council.

(b) Impact has recommended for a "Keep Clear" road marking treatment to be installed at the development's vehicle entrance. This would prevent any stationary traffic from blocking the car park entrance at the site. This recommendation is considered reasonable and would be captured by both Condition 1 and 2 of the Transport for Victoria conditions.

363. With regards to the cumulative impact of other developments, the area has repeatedly been acknowledged as being quite constrained. In the Red Dot Tribunal decision regarding Stage 1 of the Nylex development (***Caydon Cremorne No.1 Development Pty Ltd v Yarra CC*** (Red Dot) [2016] VCAT 423), the Member acknowledged that the issue of congestion is one for Council and VicRoads rather than the applicant. This development has limited the number of car spaces it has provided which is all it can do. The issue of traffic congestion is bigger than this application and is a Metropolitan Melbourne wide issue.

Access and layout

364. Clause 52.06-9 (Design standards for car parking) of the Scheme relates to the design of car parking areas and contains 7 standards and requirements relating to access way, car parking spaces, gradients, mechanical parking, urban design, safety and landscaping.

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365. These details, along with the proposed ramp designs have been reviewed by Council's Engineering Unit who is satisfied with the layout of the car parking area. Council's Engineering Unit has requested that the plans be revised to include the following details / dimensions that will be addressed by way of conditions, unless otherwise specified:

    (a) The median traffic island inside the vehicle accessway was requested to be removed. The applicant identified within their referral response received on 12 June 2020 that the island was required to accommodate a boom gate. Council's Engineering Unit reviewed the additional information commenting that as the swept path diagrams demonstrated appropriate access/egress with the island in place, the removal was no longer required.

    (b) Visibility sight line triangles are requested to be superimposed and dimensioned on the drawings as required by Design Standard 1.

    (c) The floor to ceiling height clearance within the basement car park levels are to be dimensioned on the plans and must be no less than 2.1 metres in height as per Design Standard 1.

    (d) Columns setbacks are to be designed in accordance with AS/NZS 2890.1:2004 with the column depths dimensioned on the plans or the parking spaces adjacent to columns be widened to allow car doors to be opened. Whilst the applicant provided further information on 12 June 2020 to justify the current design, Council's Engineers commented that this is still required and can easily be accommodated with the current car space widths provided.

    (e) The applicant is to consider leaving the security gate open during the AM peak period to allow vehicles to enter the site without the operation of the security gate. The applicant advised that the boom gate at the development entrance would remain open during the AM peak period. To ensure this is adequately captured, a condition can require a Car Parking Management Plan to be provided with details of how this will be managed.

    (f) A swept path diagram for B99 design vehicle and an oncoming B85 design vehicle entering and exiting the development via Swan Street are to be provided, as well as at the corner of the basement car park levels. A swept path diagram demonstrating adequate access/egress at the Swan Street interface was provided on 12 June 2020 and deemed acceptable by Council's Engineering Unit. The second swept path diagram requested remains outstanding.

    (g) A vehicle crossing ground clearance check is required to be submitted.

    (h) The canopy along the site's Swan Street and Burnley Street road frontages must be setback 750 mm from the front kerb to satisfy the *Building Regulations 2018*.

    (i) Waste collection is to be documented in a Waste Collection Plan with collection performed using a private contractor using a Small Rigid Vehicle or similar. This information is already provided within the submitted WMP, however, it will also be required to be included within the Car Park Management Plan referenced above.

    (j) Council's Engineering Unit also requested that the parking spaces in the architectural drawings be numbered for identification. This can form a condition of permit.

366. Several engineering conditions in regards to civil works, road asset protection, and construction management, impacts of assets on the proposed development, reinstatement of redundant vehicle crossings and modification to car parking signage have been recommended. These conditions are considered standard and should also be included on any permit issued.

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367. Overall, the proposed design and configuration of access and car parking areas are considered to achieve a satisfactory outcome and will be further improved with the above details requested by Council's Engineering Unit.

Bicycle facilities and strategic transport

Bicycle parking and facilities

368. The proposal provides a total of 282 bicycle parking spaces on-site for employees, with end-of-trip facilities provided at the ground floor level. The number of bicycle spaces for employees exceeds the statutory rate outlined in Clause 52.34 (which requires 112 employee spaces) but does not meet rate outlined in Category 6 of the Built Environment Sustainability Scorecard (BESS), which recommends a total of 326 employee spaces (321 for the office based on the BESS and 5 being the statutory requirement for the retail).

369. Given the scale of the proposed building and the reduction of car parking sought, it is considered that additional bicycle parking is required and therefore a condition can require a minimum 326 employee bicycle spaces be provided. The Strategic Transport Unit has recommended that this be within a maximum of two secure compounds, this is considered appropriate to ensure that the additional 44 spaces are provided in a secure and conveniently accessible location and not spread around the development.

370. The employee bicycle parking is currently provided within a large end-of-trip facility at the south-east corner of the development. This facility has direct access to the southern interface and is provided at ground level. The bicycle parking is also conveniently located close to toilets, showers and change rooms. A bike repair station is also provided within the facility. Council's Strategic Transport Unit reviewed the proposed access and safety, advising that there were no issues with the layout of the bicycle parking. The layout satisfies the requirements of AS23890.3 as at least 20% of the employee spaces are horizontal at-grade.

371. In respect of visitor parking, the proposal provides 56 spaces (6 spaces proposed at Swan Street, 22 spaces proposed at the southern side of the building and 28 on the eastern side of the building along Burnley Street). The statutory rate outlined in Clause 52.34 requires 35 visitor spaces and the rate outlined in Category 6 of the BESS results in a recommendation for 66 spaces.

372. Council's Strategic Transport Unit has identified that the existing four bicycle hoops located on the footpath on Burnley Street can be included as part of the visitor space offer so long as they are relocated to a suitable location away from the streetscape improvement works. This can form a condition of permit. As the four hoops will cater to eight additional spaces, an additional two spaces (or one hoop) will also be required to be provided to meet the BESS requirement. This can also form a condition of permit.

373. In respect of the layout of the bicycle spaces, Council's Strategic Transport Unit recommended four spaces provided along the southern side of the building be relocated to Swan Street, to provide adequate visible bicycle parking and also recommended wayfinding signage be installed, to direct visitors to the visitor bicycle parking at the western and southern sides of the building. Conditions can be included to require the four bicycle spaces to be relocated, and for details of wayfinding signage to be provided within the GTP.

374. Subject to conditions it is considered that the bicycle parking and facilities is acceptable.

Electric vehicles

375. The SMP submitted by the applicant states that 15% small/hybrid vehicle parks (of which max 5% can be motorcycle) or 5% Electric Vehicle (EV) parking spaces will be provided within the development. The plans do not identify any spaces as being EV parking spaces.

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376. Council's ESD Officer reviewed the submitted SMP and outlined this as a deficiency, recommending that charging infrastructure for at least 5% of parking spaces be provided. This is considered appropriate and a condition will require 5% of the car parking spaces (11 spaces) to be shown as being EV spaces.

377. Council's Strategic Transport Officer reviewed the proposal and encouraged the applicant to electrically wire the car parking areas to be 'EV ready', the applicant has agreed to this and it can therefore form a condition. It is therefore considered the proposed response to electric vehicles is acceptable.

Green Travel Plan

378. The applicant also supplied a Green Travel Plan (GTP). The GTP is generally adequate but as identified by Council's Strategic Transport Unit, the following will be required to be incorporated:

(a) Security arrangements to access the employee bicycle storage spaces;
(b) The types of lockers proposed within the change-room facilities, with at least 50% of lockers providing hanging storage space;
(c) Signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3; and
(d) The floor plans showing details of the bicycle parking and end of trip facilities.

379. It is considered appropriate for the above to form conditions as these items are easily addressed through a revision of the GTP.

Objector concerns

380. Many of the objector issues have been discussed within the body of the report as shown below. Outstanding issues raised are addressed as follows.

Built form and massing

(a) *Height and mass of the development is inconsistent with the existing neighbourhood character;*

This is discussed within paragraphs 200 to 209.

(b) *Inadequate upper level setbacks;*

This is discussed within paragraphs 210 to 219.

(c) *Building should provide greater footpaths around;*

This is discussed within paragraphs 260 to 264.

(d) *Building separation is inadequate; and*

This is discussed within paragraphs 233 to 234.

(e) *Development not in keeping with historic low-scale precinct.*

This aspect was discussed within the Panel Report for Amendment C185 where it was determined that the removal of the five existing older dwellings on the Swan Street frontage represent an acceptable planning outcome, as they are not of such significance that their retention is warranted.

Furthermore, the southern side of Swan Street is not affected by a heritage overlay and is earmarked as to be "vastly transformed" within Councils adopted document, the SSSP.

Use and Off-Site Amenity Impacts

(f) *Loss of views;*

This is discussed within paragraphs 245 to 246.

(g) *Overshadowing of the public realm; and*

This is discussed within paragraphs 276 to 280.

(h) *Wind impacts.*

This is discussed within paragraphs 247 to 251.

Traffic and Car Parking

(i) *Too many car parks provided on-site, additional traffic cannot be supported within local road network;*

This is discussed within paragraphs 349 to 358.

(j) *Not enough car parks provided on-site, the on-street car parking is already at capacity and cannot cater to overflow from development;*

This is discussed within paragraphs 342 to 348.

Other

(k) *Due to COVID-19 there is no longer a need for large-format office space.*

The application proposed large-format office space and therefore must be assessed as such. The office building is typical of office development occurring in the area.

(l) *The office layout would not allow for social distancing or safe use of lifts due to the COVID-19 pandemic.*

The office building is typical of office development occurring in the area and the wider city. Details of management including safety and social distancing would be implemented during the occupation stage of the building.

(m) *Amendment C185/Planning Permit PLN15/0057 provided significant community benefits (including a supermarket) to justify the preferred DDO14 height.*

This is discussed within paragraphs 252 to 275 and paragraphs 289 to 293.

Furthermore, the proposed uses are as-of-right and do not require a planning permit and it has been determined that the proposed development has significant policy and strategic support, as discussed within paragraphs 175 to 183.

Conclusion

381. The proposed development is considered to demonstrate a high level of compliance with policy objectives contained within the Planning Policy Framework and Municipal Strategic Statement. Notably, the proposal achieves the State Government's urban consolidation objectives.

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382. The proposal, subject to the conditions recommended, is an acceptable planning outcome that demonstrates clear compliance with the relevant Council policies.

RECOMMENDATION

That having considered all objections and relevant planning policies, the Committee resolves to issue a Notice of Decision to Grant a Planning Permit be issued for the construction of a mixed-use building, reduction in the car parking requirement associated with the retail/food and drinks premises and office uses (no permit required for uses) and alteration of access to a Road Zone, Category 1 at 462 – 482 Swan Street, Richmond generally in accordance with the plans noted previously as the "decision plans" and subject to the following conditions:

1. Before the development commences, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of this permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be generally in accordance with DA1001 – DA1016 (Rev C), DA2001 – DA2013 (Rev C) and DA2101-DA2105 (Rev B) and Materials Schedule P142-143 prepared by Architectus, but modified to show:

   Signage
   (a) A notation included on Drawing No. DA2101 indicating the proposed signage is not illuminated.

   Built Form
   (b) At level 11 the eastern façade setback a minimum 6.23 metres from the eastern boundary for the section from 1 metre south of Gridline 3 to the southern façade as generally depicted in sketch plans submitted by Human Habitats 5 June 2020;
   (c) At level 11, the south roof zone reconfigured to a landscaped terrace as generally depicted in sketch plans submitted by Human Habitats 5 June 2020;
   (d) At level 10, the west façade setback to a minimum 13.5 metres for the entire west elevation south of where the building currently indents to 10.97 metres;
   (e) At level 10, the southern façade setback to 11.322 metres, west of Gridline E, as generally depicted in sketch plans submitted by Human Habitats 5 June 2020;
   (f) Level 11 setback in accordance with the requirements of Condition 1(d) and 1(e).
   (g) The south-western Level 11 terrace relocated to Level 10, in the area created by Condition 1(d) and 1(e).
   (h) The building parapet around the roof top plant and the roof top plant level to be lowered in height and integrated into the design of the building to minimise visibility and reduce overshadowing to the Burnley Station.
   (i) An updated 3D model of the development and its surrounds in conformity with the Department of Environment, Water, Land and Planning Infrastructure Advisory Note – 3D Digital Modelling.
   (j) The design expression east of the primary north-south entrance in Swan Street to be revised for each of the podium levels to better reflect the character of the area and to provide improved fenestration and materiality;
   (k) The design expression of the Burnley Street zone south of the projecting corner to be revised for each of the podium levels to better reflect the character of the area and to provide improved fenestration and materiality.
   (l) The southern setback of the upper levels of the development to be further setback, or lowered in height, to further reduce the extent of overshadowing experienced to the southern Burnley Station platform.
   (m) Further resolution of the proposed canopy to ensure there is no conflict with future street tree planting and incorporate a minimum 750mm setback from the Swan Street kerb.
   (n) The canopy to Burnley Street to be setback a minimum 750mm setback from the Burnley Street kerb.
   (o) The detailed design of the retail spaces, with individual tenancies shown, areas provided and uses identified.

Car Parking and Services

(p) Electric vehicle charging infrastructure for at least 5% of vehicle spaces clearly shown, with the car spaces marked.
(q) A notation indicating that the car parking area will be electrically wired to be 'EV ready.'
(r) Rainwater tank to have a capacity of 90,000 litres.
(s) Details of the size and location of the proposed solar PV array, demonstrated to be adequately screened from view.
(t) Visibility sight line triangles (corner splay) superimposed and dimensioned as required by clause 52.06-9: Design Standard 1.
(u) Floor to ceiling height clearances within the basement car park levels dimensioned as required by clause 52.06-9: Design Standard 1.
(v) Columns setbacks are to be designed in accordance with AS/NZS 2890.1:2004 with the column depths dimensioned on the plans or the parking spaces adjacent to columns be widened to allow car doors to be opened.
(w) A swept path diagram for B99 design vehicle and an oncoming B85 design vehicle at the corner of the basement car park levels.
(x) The canopies along the sites Burnley Street and Swan Street frontages to be setback a minimum 750mm from the kerb in accordance with the *Building Regulations 2018*.
(y) The car parking spaces numbered for identification.
(z) A minimum of 326 employee bicycle spaces within a secure and conveniently located compound and in accordance with the requirements of AS23890.3. The existing 282 employee spaces are to remain within the end of trip area with no more than two secure compounds provided.
(aa) Relocation of the four existing bicycle hoops where no streetscape improvements (street trees, seating) is proposed.
(bb) One additional visitor bicycle hoop provided on-site with a minimum eight visitor bicycle hoops provided on the northern side of the development.

Reports and Plans

(cc) Any requirement of the endorsed Landscape Plan (condition 5) (where relevant to show on plans).
(dd) Any requirement of the endorsed Sustainable Management Plan (condition 9) (where relevant to show on plans).
(ee) Any requirement of the endorsed Waste Management Plan (condition 14) (where relevant to show on plans).
(ff) Any requirement of the endorsed Wind Assessment Report (condition 21) (where relevant to show on plans).
(gg) Any requirement of the Transport for Victoria conditions (conditions 38 – 56) (where relevant to show on plans).

Façade Strategy

2. In conjunction with the submission of development plans under Condition 1, a Façade Strategy and Materials and Finishes Plan to the satisfaction of the Responsible Authority must be submitted to and be approved by the Responsible Authority. When approved, the Façade Strategy and Materials and Finishes Plan will be endorsed and will then form part of this permit. This must detail:

(f) elevations at a scale of 1:20 illustrating typical podium details for all podium types, entries and doors, utilities (services to Swan Street) and tower facade details (in particular the detailing of 'FT01a', 'FT01b' and other glazing types used within the development);
(g) section drawings to demonstrate façade systems, including fixing details and joints between materials or changes in form;
(h) information about how the façade will be maintained, including any vegetation;
(i) a sample board and coloured renders outlining colours, materials and finishes including the following:

(i) details of the proposed material 'FT08' outlining all areas it is to be applied and ensuring it provides warmth and depth to the overall façade.
(ii) details of the proposed permeability of 'FT03a' allowing adequate transparency and visual connection to the end of trip facilities;
(iii) Details of the plant level and any screening, ensuring it is integrated with the design of the building.
(iv) Glazing materials used on all external walls must be of a type that does not reflect more than 20% of visible light, when measured at an angle of 90 degrees to the glass surface

(j) The strategy must illustrate the legibility of the proposal from short and distant views, including the extent of podium treatment, façade pattern, colours and ability to provide richness, saturation and depth. This can be provided through montages from various vantage points and/or built model.

3. The development as shown on the endorsed plans must not be altered (unless the Yarra Planning Scheme specifies that a permit is not required) without the prior written consent of the Responsible Authority.

4. As part of the ongoing progress and development of the site, Architectus or an architectural firm to the satisfaction of the Responsible Authority must be engaged to:

(a) oversee design and construction of the development; and
(b) ensure the design quality and appearance of the development is realised as shown in the endorsed plans or otherwise to the satisfaction of the Responsible Authority.

Landscape Plan

5. Before the development commences, an amended Landscape Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Landscape Plan will be endorsed and will form part of this permit. The amended Landscape Plan must be generally in accordance with the Landscape Plans prepared by TLC and dated April 2020, but modified to include (or show):

(a) The six London Plane trees to be replaced with ***Lagerstroemia indica.***'
(b) Further resolution of the proposed canopy to ensure there is no conflict with future street tree planting, with advise provided by a suitably qualified arborist/landscape architect demonstrating any proposed canopy will not impact the long term viability of the proposed Swan Street street trees,
(c) The four street trees proposed along Burnley Street to be modified to be all Japanese Zelkova 'Green Vase.'
(d) Details of tree guards and treatments for the proposed street trees, in accordance with Yarra standard details.
(e) Details of soil volumes for all garden beds provided.
(f) Consideration to passive irrigation or use of water captured by the subject site.
(g) A 600mm setback provided between the proposed raised planters with custom seating along Burnley Street and the kerb.
(h) Consistently show details of the form, size and furniture proposed around the edges of the platers.
(i) In respect of the Burnley Station landscaped terrace, the following details provided:
(i) Proposed levels.
(ii) Materials of seating slabs.
(iii) Several sectional diagrams demonstrating the relationship between the terrace and Burnley Station pedestrian ramp.
(j) A detailed planting plan including a planting schedule including the quantities, pot sizes, mature heights, botanical and common names.
(k) A specification of works to be undertaken prior to planting.
(l) Maintenance schedules and notes, including how any plant failure will be managed, including for the façade planting.

(m) Details on the proposed methods for irrigation and drainage.
(n) All plants proposed confirmed to not be listed within DELWP *Advisory List of Environmental Weeds in Victoria*.
(o) Include any requirements where relevant in accordance with Condition 29.

6. Before the buildings is occupied, or by such later date as approved in writing by the Responsible Authority, the landscaping works shown on the endorsed Landscape Plan must be carried out and completed to the satisfaction of the Responsible Authority. The landscaping shown on the endorsed Landscape Plan must be maintained by:

   (a) implementing and complying with the provisions, recommendations and requirements of the endorsed Landscape Plan;
   (b) not using the areas set aside on the endorsed Landscape Plan for landscaping for any other purpose; and
   (c) replacing any dead, diseased, dying or damaged plants,

   to the satisfaction of the Responsible Authority.

7. Before the development commences, or by such later date as approved in writing by the Responsible Authority, the permit holder must make a one off contribution of $4,149 to the Responsible Authority for the amenity value and removal cost of the street trees located in front of the site.

8. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the six street trees must be installed within Swan Street and four street trees must be installed within Burnley Street:

   (a) at the permit holder's cost; and
   (b) in a location and manner,

   to the satisfaction of the Responsible Authority.

Sustainable Management Plan

9. Before the development commences, an amended Sustainable Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Sustainable Management Plan will be endorsed and will form part of this permit. The amended Sustainable Management Plan must be generally in accordance with the Sustainable Management Plan prepared by Floth dated 16 April 2020, but modified to include or show:

   (a) The development to ensure a zero net carbon performance standard, as defined by the Green Building Council of Australia, forming part of a minimum 5 Star Green Star certified rating.
   (b) A minimum 20% improvement above NCC 2019 standards and a completed JV3 energy report demonstrating the proposed energy performance standard.
   (c) A commitment to electric vehicle charging infrastructure for at least 5% of vehicle spaces be provided.
   (d) The provision of 326 employee bicycle spaces.
   (e) A daylight report be prepared using daylight modelling or GBCA Hand Calculation method demonstrating that at least 30% of NLA exceed a 2% daylight factor standard.
   (f) Size and capacity of the proposed solar PV array.

10. The provisions, recommendations and requirements of the endorsed Sustainable Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

11. Before the development is occupied, a report from the author of the Sustainability Management Plan, approved under this permit, or similarly qualified person or company, must be submitted

to the Responsible Authority. The report must be to the satisfaction of the Responsible Authority and must confirm all measures specified in the Sustainability Management Plan have been implemented in accordance with the approved plan.

Green Travel Plan

12. Before the development is occupied, an amended Green Travel Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Green Travel Plan will be endorsed and will form part of this permit. The amended Green Travel Plan must be generally in accordance with the Green Travel Plan prepared by Impact dated 16 April 2020, but modified to include or show:

    (a) Security arrangements to access the employee bicycle storage spaces;
    (b) The types of lockers proposed within the change-room facilities, with at least 50% of lockers providing hanging storage space;
    (c) Signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3; and
    (d) The floor plans showing details of the bicycle parking and end of trip facilities.

13. The provisions, recommendations and requirements of the endorsed Green Travel Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

Waste Management Plan

14. Before the development commences, an amended Waste Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Waste Management Plan will be endorsed and will form part of this permit. The amended Waste Management Plan must be generally in accordance with the Waste Management Plan prepared by WSP and dated May 2020, but modified to include:

    (a) Assess the proposal as amended pursuant to Condition 1.

15. The provisions, recommendations and requirements of the endorsed Waste Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

16. The collection of waste from the site must be by private collection, unless with the prior written consent of the Responsible Authority.

Acoustic Report

17. Before the development commences, an amended Acoustic Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Acoustic Report will be endorsed and will form part of this permit. The amended Acoustic Report must be generally in accordance with the Acoustic Report prepared by Floth and dated 17 April 2020, but modified to include:

    (a) The means by which the long term averages for road traffic noise have been derived.

18. The provisions, recommendations and requirements of the endorsed Acoustic Report must be implemented and complied with to the satisfaction of the Responsible Authority.

19. Following the excavation of the basement and before the development commences (excluding any works required to secure the basement), an Acoustic Report (vibration) to the satisfaction of the responsible authority must be submitted to, and be approved by, the responsible authority. The Acoustic Report must be prepared by a suitably qualified acoustic engineer and must demonstrate:

    (a) Remeasuring of the vibration once excavation of the site had been completed. The VDV is

to be measured directly, or full details of the measurement results and conversion calculation to obtain the VDV is provided at that time. The VDV should be measured and/or calculated in accordance with the 2008 British Standard referenced by Floth.

When approved, the Acoustic Report will be endorsed and will then form part of this permit.

20. Following completion of the development, and prior to its occupation, an Acoustic Report to the satisfaction of the responsible authority must be submitted to, and be approved by, the responsible authority. The Acoustic Report must be prepared by a suitably qualified acoustic engineer and must demonstrate:

    (b) Compliance of the mechanical plant, car park entrance door and loading bay with both State Environment Protection Policy (Noise from Commerce, Industry and Trade) No. N-1 and sleep disturbance targets at existing dwellings.
    (c) Compliance with any recommendations or requirements of the report referenced within Condition 19.

    When approved, the Acoustic Report will be endorsed and will then form part of this permit.

Wind Report

21. Before the development commences, an amended Wind Tunnel Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Wind Tunnel Report will be endorsed and will form part of this permit. The amended Wind Tunnel Report must be generally in accordance with the Wind Tunnel Report prepared by MEL Consultants, dated 17 April 2020, but modified to include (or show):

    (b) Assess the proposal as amended pursuant to Condition 1.
    (c) The northern, southern and western retail frontages achieving pedestrian comfort for stationary, long exposure activities.
    (d) The bicycle arrival achieving pedestrian comfort for stationary, short exposure activities.
    (e) The external terraces at Levels 1, 2 and 3 achieving pedestrian comfort for stationary, short exposure activities.
    (f) The external terraces at Levels 10 and 11 achieving pedestrian comfort for stationary, short exposure activities.

    Landscaping is not to be used as a wind mitigation measure.

22. The provisions, recommendations and requirements of the endorsed Wind Assessment Report must be implemented and complied with to the satisfaction of the Responsible Authority.

Car parking

23. Before the development commences, a Car Park Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Car Park Management Plan will be endorsed and will form part of this permit. The Car Park Management Plan must address, but not be limited to, the following:

    (a) the number of car parking spaces allocated to each tenancy and that each space is allocated;
    (b) Numbering of car parking spaces;
    (c) details of way-finding, cleaning and security of end of trip bicycle facilities;
    (d) policing arrangements and formal agreements including the provision for the development entrance boom gate to remain open during the AM peak period;
    (e) a schedule of all proposed signage including directional arrows and signage, informative signs indicating location of disabled bays and bicycle parking, exits, restrictions, pay parking system etc;

(f) the collection of waste and garbage in accordance with the Waste Management Plan required by Condition 14; and
(g) details regarding the management of loading and unloading of goods and materials.

24. The provisions, recommendations and requirements of the endorsed Car Park Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

25. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the area set aside on the endorsed plans for the car parking spaces, access lanes, driveways and associated works must be:

(a) constructed and available for use in accordance with the endorsed plans;
(b) formed to such levels and drained so that they can be used in accordance with the endorsed plans;
(c) treated with an all-weather seal or some other durable surface; and
(d) line-marked or provided with some adequate means of showing the car parking spaces;

to the satisfaction of the Responsible Authority.

26. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, a notice showing the location of car parking must be placed in a clearly visible position near the entry to the land. The notice must be maintained thereafter to the satisfaction of the Responsible Authority.

27. The loading and unloading of vehicles and the delivery of goods to and from the land must be conducted entirely within the land to the satisfaction of the Responsible Authority.

28. Except with the prior written consent of the Responsible Authority, the internal north-south connection between Swan Street and the land to the south must be open between 8am and 6pm on business days (excluding public holidays).

Design Detail Plan (widened footpaths and land to the south)

29. Within six months of the development commencing, the owner of the site must submit detailed engineering and landscaping documentation to the satisfaction of the Responsible Authority and approved by the Responsible Authority and at the full cost of the owner showing the following:

(a) Provision of widened footpaths along Swan Street and Burnley Street, including land located on the subject site as identified within the Ground Floor plan prepared by architectus, Drawing No. DA1003, Revision C.

(b) Provision of pedestrian path along the southern boundary entirely located on the subject site as identified within the Ground Floor plan prepared by architectus, Drawing No. DA1003, Revision C.

(c) Provision of a ground floor landscape plan which includes the landscaping proposed in the public realm areas and those associated with the landscaped terrace to the south.

(d) The design detail plan is to provide details of the following:

i. Integration with the Burnley Street Shared Zone, as proposed within the plan required pursuant to Condition 32.

ii. Clear delineation of the site's title boundaries along Burnley Street through the use of brass discs or a similar type method;

iii. The Swan Street footpath area outside of the subject site's title boundary are to be surfaced in asphalt as per Yarra standard drawings, unless otherwise agreed to by the responsible authority.

iv. DDA compliant pram ramps (including TGSIs) shown at the Burnley St/Swan St intersection as per Yarra standard drawings.

v. All existing street furniture on Swan Street to be upgraded and located in accordance with the City of Yarra Public Domain Manual and Yarra Standard Drawings.

vi. Details of custom benches and raised planters to be provided with a 600mm setback provided from the Burnley Street kerb.

vii. Provision of additional street litter bins on Burnley Street in accordance with City of Yarra Public Domain Manual / Yarra Standard Drawings.

VicTrack Landscaped Zone and Pedestrian Path

30. Within six months of the development commencing, the permit holder must submit detailed plans (inclusive of materials and landscaping) to the satisfaction of and approved by the Responsible Authority and VicTrack, showing:

(a) interface improvements for the footpath to the south (directly abutting the subject site's boundaries) and

(b) details of the proposed landscaped terrace; and

31. Before the building is occupied, all works associated with the VicTrack pedestrian path and landscaped terrace detailed design plan as shown on the endorsed plans must be completed by the permit holder at their full cost to the satisfaction of the Responsible Authority and VicTrack and be maintained thereafter.

Infrastructure and Streetscape Masterplan

32. Within six months of the development commencing, the applicant must prepare an infrastructure and streetscape masterplan in conjunction with Council, Department of Infrastructure, VicTrack, Transport for Victoria and all relevant service authorities for capital improvements in the roads surrounding the development. The Plan must include, but is not limited to:

(a) the interface with the Burnley railway station.

(b) the mitigation works at the Burnley Street/Swan Street intersection.

(c) the improvement to the Burnley Street service road, including:

i. the provision of a shared zone within Burnley Street (service road) where the street interfaces with the western boundary where not obstructed by the existing rail ramp.

The design of the Burnley Street shared zone must provide details including civil works drawings, pavement widths, surface treatment, road infrastructure items, landscaping (where applicable) and drainage including the installation of any additional drainage pits and associated connecting drainage to the satisfaction of the Responsible Authority.

(d) the streetscape along Swan Street.

The extent and scope of the works must be clearly defined before approval is granted by Council. All traffic mitigation works, road infrastructure works and streetscape works shall be funded by the applicant.

Timing of works

33. Before the building is occupied, all works to the public realm as required by conditions 29, 30 and 32 must be fully constructed and completed by the owner at their full cost and to the satisfaction of the Responsible Authority.

Section 173 Agreement (widening of Swan and Burnley Streets and the land to the south)

34. Within six months of the commencement of works, the owner (or another person in anticipation of becoming the owner) must enter into an agreement with the Responsible Authority under section 173 of the *Planning and Environment Act* 1987, providing for the following:
    (a) The Owner must provide unfettered 24 hour public access over that part of the land to be used for the widening of the Swan Street and Burnley Street footpaths and pedestrian footpath to the south (rail interface);
    (b) The owner is responsible for maintaining at all times the areas that are private land open to the public described in condition 34(a) at the cost of the owners of the site and to the satisfaction of the Yarra City Council;
    (c) The owner(s) must obtain and maintain insurance, approved by Yarra City Council, for the public liability and indemnify Yarra City Council against all claims resulting from any damage, loss, death or injury in connection with the public accessing the land described in condition 34(a).
35. The owner, or other person in anticipation of becoming the owner, must meet all of the expenses of the preparation and registration of the agreement, including the reasonable costs borne by the Responsible Authority.

Section 173 Agreement (Affordable Commercial Space)

36. Before the development is occupied, the owner (or another person in anticipation of becoming the owner) must enter into an agreement with the Responsible Authority under section 173 of the *Planning and Environment Act* 1987 which requires that the owner must facilitate the provision of affordable commercial space by:
    (a) Providing 5% of the office floor area on-site as affordable office floor space which may include a co-working space/social enterprise space/office space for creative design tenant(s) available at a discount compared with market rent; or
    (b) Making other arrangements for the provision of affordable commercial space as per condition 36 (a) in respect of the same floor area, or an equivalent community benefit, such as the delivery of or investment in an Aboriginal Employment Program, to the satisfactory of the responsible authority.
37. The owner, or other person in anticipation of becoming the owner, must meet all of the expenses of the preparation and registration of the agreement, including the reasonable costs borne by the Responsible Authority.

Head, Transport for Victoria (Condition 38 to 56)

38. Before the development commences (excluding demolition), or other time agreed to in writing with Head, Transport for Victoria, amended plans to the satisfaction of the Head, transport for Victoria (TfV) must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and three copies must be provided. These plans must be generally in accordance with the plans submitted to TfV with the application but are to be modified to show:
    (a) The installation of signs, line marking, splitter island and associated road works permitting only “left turn in” and left turn out” vehicular access from Swan Street unless otherwise recommend by the Road Safety Audit

(b) modification as required and/or removal of any existing car parking spaces, street tree/s and associated road works on the south side of Swan Street to accommodate the new vehicular access arrangement;
(c) retention of Metro Train bus replacement space in the Burnley Street underpass;
(d) tram shelter and associated works in an agree location on Swan Street;
(e) a landscaping plan and schedule;
(f) demonstrate compliance with air, light and fire requirements without reliance on railway land, and;
(g) any recommendations of the road safety audit,

to the satisfaction of the TfV.

39. Before the development commences (excluding demolition), unless otherwise agreed in writing with TfV, the permit holder must submit a formal road safety audit, (including a function layout plan) by a suitable qualified consultant, to the satisfaction of TfV and the Responsible Authority. The audit must include, but not limited to:

i) the function and layout of the left in left out Swan Street access,
ii) pedestrian, cycle and vehicle access/egress arrangements (including pedestrian crossings at/in vicinity of the intersection of Swan & Burnley Streets)
iii) loading arrangements,
iv) buildings and works within the public realm,
v) internal circulation/layout,
vi) lighting and vegetation impact on adjoining roadway/s.

The findings of the audit must be incorporated into the development and at the developer's expense.

40. Unless otherwise agreed in writing with TfV within six (6) months of the occupation of the development the permit holder must submit a post development road safety audit, to the satisfaction of TfV, demonstrating that all works associated with the approved road safety audit have been tested and any reasonable alterations required are completed to the full cost of the permit holder and to the satisfaction of TfV.

41. Before the Development commences, unless otherwise agreed in writing with the Head Transport for Victoria, the permit holder must submit detailed plans (inclusive of materials and landscaping) to the satisfaction of the Head, Transport for Victoria (TfV), Vic Track and the Rail Operator (RO) showing the development interface improvements for the footpath to the south (directly abutting the subject site's boundaries and extending along the frontage to the railway land and connecting to the Burnley Station ramps as appropriate) being 'public realm works' on railway land. The plans must:

(i) show lighting, landscaping, footpaths, bicycle parking, street furniture and associated infrastructure;
(ii) meet Rail Operator specifications and standards; and
(iii) demonstrate that the works are compliant with the Disability Standard for Accessible Public Transport 2002.

a) A construction control agreement must be in place between the Permit Holder and RO prior to commencement of the Public Ream Works on Railway Land.

b) The Public Realm Works outlined in the plans must be completed by the permit holder at their full cost and to the satisfaction of TfV, VicTrack & the RO.

42. Prior to the commencement of work on site (excluding demolition) detailed construction / engineering plans and computations for construction works abutting railway land, railway operations, and railway infrastructure assets must be submitted and approved by VicTrack, TfV

and the Rail Operator (RO). The Plans must detail all excavation design and controls of the site adjacent to the railway corridor. The Design Plans must ensure compliance regarding:

a. building clearances to aerial power lines as per the applicable Victorian Electrical Safety (Installations) Regulations;
b. design loadings for the building include for:

   i) compliance with AS5100 Parts 1 and 2 for collision protection and impact loads from derailed trains,
   ii) compliance with AS1170 Part 4 - Earthquake Actions in Australia,

c. working adjacent to overhead power to the satisfaction of the RO;
d. demonstrate compliance with air, light and fire requirements without reliance on railway land; and
e. demonstrates a design plan, and a maintenance and operations strategy for balconies and windows that will eliminate any risk of debris falling or being thrown onto railway land.

43. Unless otherwise agreed in writing with TfV, before the commencement of works (including demolition), a Construction Management Plan must be submitted to TfV and Vic Track for approval. The Construction Management Plan must designate operating hours and include details of (but not be limited to) management proposals and actions to protect Vic Track assets, rail infrastructure and the operation of the public transport network during construction and must set out objectives, performance and monitoring requirements to the satisfaction of Vic Track & TfV.

44. Unless otherwise agreed in writing with the TfV, before the commencement of works (including demolition), a Traffic Management Plan must be submitted to TfV which outlines how traffic will be managed throughout the construction of the development and mitigate impacts to public transport, including trains and trams. The Traffic Management Plan must be prepared and implemented to the satisfaction of TfV. All traffic management and mitigation costs will be at the full cost of the permit holder.

45. Unless otherwise agreed in writing with TfV, prior to construction commencing including demolition, a construction control and indemnity agreement as required by TfV must to be in place to the satisfaction of TfV at the full cost to the permit holder. Any costs required to review documents for the construction control and indemnity agreement must be met by the permit holder.

46. Unless otherwise agreed in writing with TfV, prior to the commencement of works (excluding demolition), the permit holder must prepare a report, to the satisfaction of TfV & the RO, by a suitable qualified consultant, which demonstrates that all building materials (including glass / window treatments) visible from the rail corridor are non-reflective such that it will not adversely impact on rail operations and driver safety. The development must avoid using red, green or yellow colour schemes that may interfere with driver operations.

47. Unless otherwise agreed in writing with TfV and VicTrack, windows, doors and balconies must not be placed on the title boundary with Railway Land and no windows or doors are permitted to open beyond the Railway Land title boundary to the satisfaction of TfV and VicTrack.

48. Prior to the occupation of the development, all works outlined on the endorsed plans for the left in left out only access must be completed with associated signs, to the satisfaction of TfV at the full cost to the permit holder.

49. The boundary wall must be treated with a graffiti proof finish and any graffiti that appears on the wall must be removed as soon as practicable to the satisfaction of VicTrack and the Rail Operator. Removal of graffiti must be undertaken at no cost to VicTrack or the Rail Operator.

Attachment 6 - Report

50. Unless otherwise agreed in writing, permanent or temporary soil anchors must not be installed on railway land.

51. Prior to commencement of works, the Rail Operator must be contacted through the email address metrositeaccess@metrotrains.com.au to obtain the Rail Operator's conditions and safety requirements for works on, over or adjacent to railway land.

52. Any Rail Operator costs required to review documents or construction plan works within the rail environment must be met by the permit holder.

53. Any damage to public transport infrastructure as a consequence of the construction works must be rectified to the satisfaction of TfV, at the full cost of the permit holder.

54. The permit holder must take all reasonable steps to ensure that disruptions to train and tram operation are kept to a minimum during the construction of the development, and in compliance with the Rail and Tram Safety and Environmental requirements.

55. No lighting is to be erected that throws light onto the railway tracks or which interferes with the visibility of signals and the rail lines by train drivers, to the satisfaction of the Rail Operator.

56. No drainage, effluent, waste, soil or other materials must enter or be directed to railway land or stored or deposited on railway land.

Road Infrastructure

57. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any new vehicle crossing must be constructed:

    (a) in accordance with any requirements or conditions imposed by Council;
    (b) Demonstrating satisfactory access into and out of the site with a vehicle ground clearance check using the B99 design vehicle, and be fully dimensioned with actual reduced levels (to three decimal places) as per Council's Vehicle Crossing Information Sheet;
    (c) at the permit holder's cost; and
    (d) to the satisfaction of the Responsible Authority.
    (e) The edge of the vehicle crossing must comply with the minimum setback from the two electrical poles as required by the relevant power authority and Yarra Trams. If there is a requirement to relocate the poles, The Permit Holder must obtain the consent of the relevant power authority and Yarra Trams. All costs associated with the relocation will be at the Permit Holder's cost
    (f) The vehicle crossing shall be constructed in accordance with Department of Infrastructure's and City of Yarra's requirements and specifications.

58. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, all building works and connections for underground utility services, the footpaths along the property's Swan Streets and Burnley Street (service road) frontages must be reconstructed (including kerb and channel):

    (a) at the permit holder's cost; and

    (b) to the satisfaction of the Responsible Authority.

59. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the full width road pavement of the Burnley Street service road (from west kerb to east kerb line) from the southern limit of the development to Swan Street must be profiled and re-sheeted:

    (a) at the permit holder's cost; and

    (b) to the satisfaction of the Responsible Authority.

60. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the half-width road pavement of Swan Street (from south kerb to tramway tracks) from the western limit of the development to the eastern limit of the development must be profiled and re-sheeted (including the reinstatement of all road markings):

    (a) at the permit holder's cost;

    (b) to the satisfaction of any other relevant authority; and

    (c) to the satisfaction of the Responsible Authority.

61. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any isolated areas of road pavement failure as a consequence of construction traffic impacts must be reconstructed:

    (a) at the permit holder's cost;

    (b) to the satisfaction of any other relevant authority; and

    (c) to the satisfaction of the Responsible Authority.

62. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority the relocation of any service poles, structures or pits necessary to facilitate the development must be undertaken:

    (a) at the permit holder's cost; and
    (b) to the satisfaction of the Responsible Authority.

63. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any redundant vehicular crossing must be demolished and re-instated as standard footpath and kerb and channel:

    (a) at the permit holder's cost; and
    (b) to the satisfaction of the Responsible Authority.

64. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the removal of any kerbside parking sensors and any reinstatement of parking sensors will require the Permit Holder to pay Council the cost of each parking sensor taken out from the kerb/footpath/roadway. Any costs associated with the reinstatement of road infrastructure due to the removal of the parking sensors must also be borne by the Permit Holder.

65. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the four bike hoops located on Burnley Street must be re-located within the sites frontages:

    (a) at the permit holder's cost; and

    (b) in a location and manner,

    to the satisfaction of the Responsible Authority.

Lighting

66. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, a public lighting design scheme along the development's road frontages (including along the pedestrian link to Burnley Train Station) demonstrating adequate lighting levels for pedestrians as per Australian Standard requirements must be submitted to and approved by the Responsible Authority. Notations must confirm that the lighting scheme has been approved by CitiPower and all lighting infrastructure and hardware will be funded by the Permit Holder.

67. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, external lighting capable of illuminating access to the pedestrian and vehicular entrances must be provided on the subject site. Lighting must be:

    (a) located;
    (b) directed;
    (c) shielded; and
    (d) of limited intensity

    to the satisfaction of the Responsible Authority.

General

68. The amenity of the area must not be detrimentally affected by the use or development, including through:

    (a) the transport of materials, goods or commodities to or from land;
    (b) the appearance of any buildings, works or materials;
    (c) the emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil, or
    (d) the presence of vermin.

    to the satisfaction of the Responsible Authority.

69. Except with the prior written consent of the Responsible Authority, delivery and collection of goods to and from the land may only occur between 7am and 10pm on any day.

70. Finished floor levels shown on the endorsed plans must not be altered or modified without the prior written consent of the Responsible Authority.

71. Before the building is occupied, any wall located on a boundary facing public property must be treated with a graffiti proof finish to the satisfaction of the Responsible Authority.

72. The development must comply at all times with the State Environment Protection Policy – Control of Noise from Commerce, Industry and Trade (SEPP N-1).

73. The uses must comply at all times with the State Environment Protection Policy – Control of Music Noise from Public Premises (SEPP N-2).

74. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, all new on-boundary walls must be cleaned and finished to the satisfaction of the Responsible Authority.

75. All buildings and works must be maintained in good order and appearance to the satisfaction of the Responsible Authority.

76. All pipes, fixtures, fittings and vents servicing any building on the land must be concealed in service ducts or otherwise hidden from view to the satisfaction of the Responsible Authority.

77. Except with the prior written consent of the Responsible Authority, demolition or construction works must not be carried out:

    (a) Monday-Friday (excluding public holidays) before 7 am or after 6 pm;
    (b) Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday) before 9 am or after 3 pm; or
    (c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.

Construction Management Plan

78. Before the development commences, a Construction Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and will form part of this permit. The plan must provide for:

    (a) a pre-conditions survey (dilapidation report) of the land and all adjacent Council roads frontages and nearby road infrastructure;
    (b) works necessary to protect road and other infrastructure;
    (c) remediation of any damage to road and other infrastructure;
    (d) containment of dust, dirt and mud within the land and method and frequency of clean up procedures to prevent the accumulation of dust, dirt and mud outside the land,
    (e) facilities for vehicle washing, which must be located on the land;
    (f) the location of loading zones, site sheds, materials, cranes and crane/hoisting zones, gantries and any other construction related items or equipment to be located in any street;
    (g) site security;
    (h) management of any environmental hazards including, but not limited to,:
        (i) contaminated soil;
        (ii) materials and waste;
        (iii) dust;
        (iv) stormwater contamination from run-off and wash-waters;
        (v) sediment from the land on roads;
        (vi) washing of concrete trucks and other vehicles and machinery; and
        (vii) spillage from refuelling cranes and other vehicles and machinery;
    (i) the construction program;
    (j) preferred arrangements for trucks delivering to the land, including delivery and unloading points and expected duration and frequency;
    (k) parking facilities for construction workers;
    (l) measures to ensure that all work on the land will be carried out in accordance with the Construction Management Plan;
    (m) an outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services;
    (n) an emergency contact that is available for 24 hours per day for residents and the Responsible Authority in the event of relevant queries or problems experienced;
    (o) the provision of a traffic management plan to comply with provisions of AS 1742.3-2002 Manual of uniform traffic control devices - Part 3: Traffic control devices for works on roads;
    (p) a Noise and Vibration Management Plan showing methods to minimise noise and vibration impacts on nearby properties and to demonstrate compliance with Noise Control Guideline 12 for Construction (Publication 1254) as issued by the Environment Protection Authority in October 2008. The Noise and Vibration Management Plan must be prepared to the satisfaction of the Responsible Authority.
        In preparing the Noise and Vibration Management Plan, consideration must be given to:
        (i) using lower noise work practice and equipment;
        (ii) the suitability of the land for the use of an electric crane;
        (iii) silencing all mechanical plant by the best practical means using current technology;
        (iv) fitting pneumatic tools with an effective silencer;
        (v) other relevant considerations; and
    (q) any site-specific requirements.

    During the construction:

    (r) any stormwater discharged into the stormwater drainage system must be in compliance with Environment Protection Authority guidelines;
    (s) stormwater drainage system protection measures must be installed as required to ensure that no solid waste, sediment, sand, soil, clay or stones from the land enters the stormwater drainage system;

(t) vehicle borne material must not accumulate on the roads abutting the land;
(u) the cleaning of machinery and equipment must take place on the land and not on adjacent footpaths or roads; and
(v) all litter (including items such as cement bags, food packaging and plastic strapping) must be disposed of responsibly.

Time expiry

79. This permit will expire if:

(a) the development is not commenced within two years of the date of this permit;
(b) the development is not completed within four years of the date of this permit;

The Responsible Authority may extend the periods referred to if a request is made in writing before the permit expires or within six months afterwards for commencement or within twelve months afterwards for completion.

Notes:

The site is located within an Environmental Audit Overlay. Pursuant to Clause 45.03 of the Yarra Planning Scheme, the requirements of the Environmental Audit Overlay must be met prior to the commencement of development permitted under the permit.

A building permit may be required before development is commenced. Please contact Council's Building Services on 9205 5555 to confirm.

A vehicle crossing permit is required for the construction of the vehicle crossing(s). Please contact Council's Construction Management Branch on 9205 5555 for further information.

Provision must be made for drainage of the site to a legal point of discharge. Please contact Council's Building Services on 9205 5555 for further information.

Areas must be provided inside the property line and adjacent to the footpath to accommodate pits and meters. No private pits, valves or meters on Council property will be accepted.

All future employees within the development approved under this permit will not be permitted to obtain business parking permits.

A local law permit (e.g. Asset Protection Permit, Road Occupation Permit) may be required before development is commenced. Please contact Council's Construction Management Branch on Ph. 9205 5555 to confirm.

The applicant must apply for a Legal Point of Discharge under Regulation 133 – Stormwater Drainage of the *Building Regulations* 2018 from Yarra Building Services unit. Any storm water drainage within the property must be provided and be connected to the nearest Council pit of adequate depth and capacity (legal point of discharge), or to Council's satisfaction under Section 200 of the *Local Government Act* 1989 and Regulation 133.

Any services poles, structures or pits that interfere with the proposal must be adjusted, removed or relocated at the owner's expense after seeking approval from the relevant authority.

Areas must be provided inside the property line and adjacent to the footpath to accommodate pits and meters. No private pits, valves or meters on Council property will be accepted.

Except with the prior written consent of the Responsible Authority, Council assets must not be altered in any way.

Attachment 6 - Report

No parking restriction signs or line-marked on-street parking bays are to be removed, adjusted, changed or relocated without approval or authorisation from Council's Parking Management unit and Construction Management branch. Any on-street parking reinstated (signs and line markings) as a result of development works must be approved by Council's Parking Management unit.

Only roof runoff, surface water and clean groundwater seepage from above the water table can be discharged into Council drains.

Council will not permit clean groundwater from below the groundwater table to be discharged into Council's drainage system. Basements that extend into the groundwater table must be waterproofed/tanked.

The developer needs to ensure that the building has adequate clearances from overhead power cables, transformers, substations or any other electrical assets where applicable. Energy Safe Victoria has published an information brochure, Building design near powerlines, which can be obtained from their website: http://www.esv.vic.gov.au/About-ESV/Reports-and-publications/Brochures-stickers-and-DVDs

CONTACT OFFICER: **Michelle King**
TITLE: **Senior Statutory Planner**
TEL: **9205 5333**

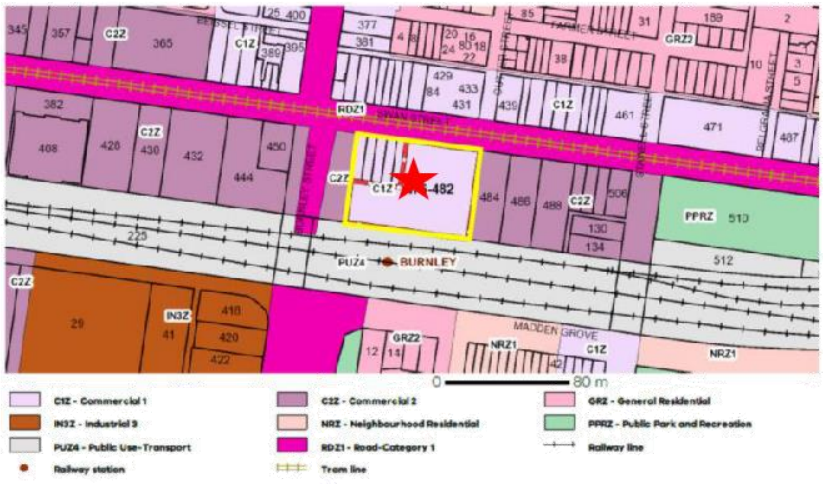
Attachments

1 PLN20/0006 - 462 - 482 Swan Street Richmond - Site Plan
2 PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 1
3 PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 2
4 PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 3
5 PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 4
6 PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 5
7 PLN20/0006 - 462 - 482 Swan Street Richmond - Wind Memo (21/05/2020)
8 PLN20/0006 - 462 - 482 Swan Street Richmond - Updated Waste Management Plan (21/05/2020)
9 PLN20/0006 - 462 - 482 Swan Street Richmond - Without Prejudice Sketch Plans (05/06/2020)
10 PLN20/0006 - 462 - 482 Swan Street Richmond - Response to referrals (11/06/2020)
11 PLN20/0006 - 462 - 482 Swan Street Richmond - Response to engineering referrals (12/06/2020)
12 PLN20/0006 - 462 - 482 Swan Street Richmond - Without Prejudice Sketch Plans (15/06/2020)
13 PLN20/0006 - 462 - 482 Swan Street Richmond - Head, Transport for Victoria referral response
14 PLN20/0006 - 462 - 482 Swan Street Richmond - Open Space referral response
15 PLN20/0006 - 462 - 482 Swan Street Richmond - Streetscapes & Natural Values referral response
16 PLN20/0006 - 462 - 482 Swan Street Richmond - Internal Urban Design streetscapes referral response
17 PLN20/0006 - 462 - 482 Swan Street Richmond - Engineering referral response (1)
18 PLN20/0006 - 462 - 482 Swan Street Richmond - Engineering referral response (2)
19 PLN20/0006 - 462 - 482 Swan Street Richmond - Strategic Transport referral response
20 PLN20/0006 - 462 - 482 Swan Street Richmond - City Works referral response
21 PLN20/0006 - 462 - 482 Swan Street Richmond - ESD referral response
22 PLN20/0006 - 462 - 482 Swan Street Richmond - Urban Design referral response (MGS)
23 PLN20/0006 - 462 - 482 Swan Street Richmond - Acoustic referral response (SLR consulting)
24 PLN20/0006 - 462 - 482 Swan Street Richmond - Wind referral response (Vipac)

Attachment 7 - PLN20/0006 - 462 - 482 Swan Street Richmond - Site Plan

ATTACHMENT 1

SUBJECT LAND: 462 – 482 Swan Street, Richmond

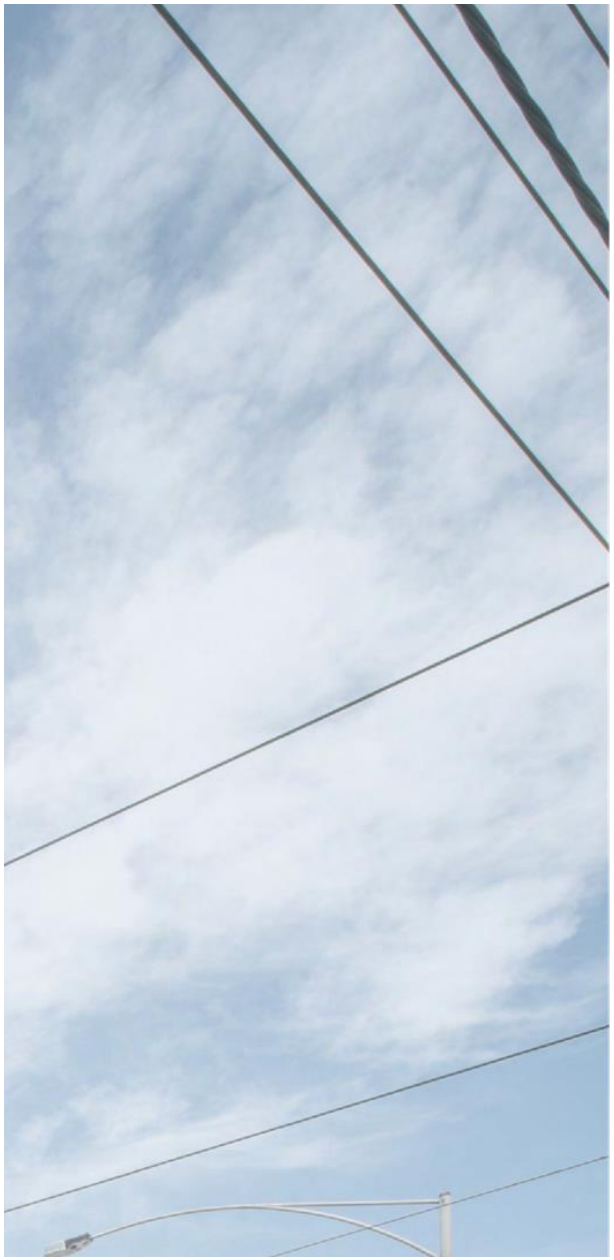




North

Subject Site

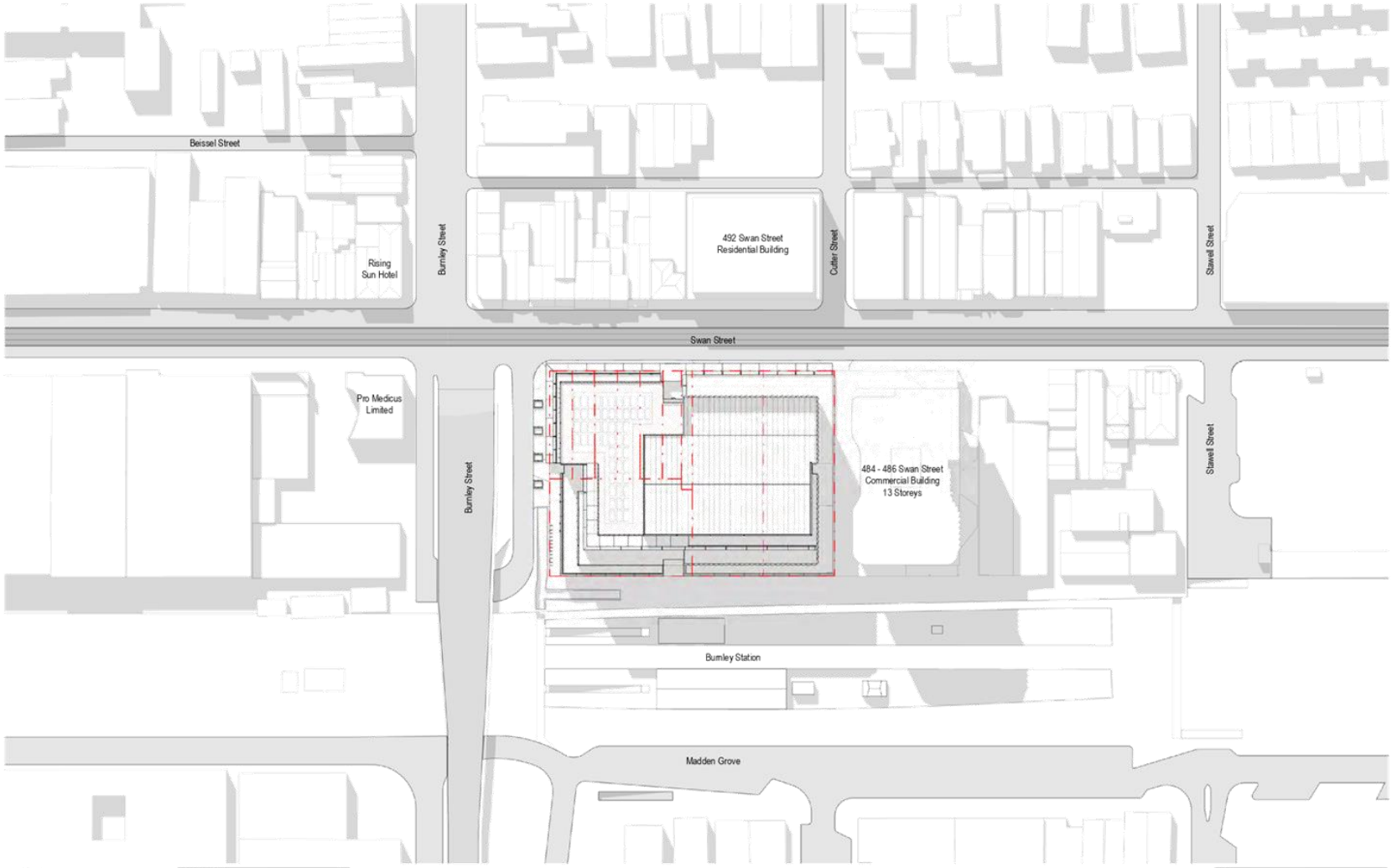
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4 Design Proposal

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Nominated Architect
Ray Brown, NSW ARB 6359

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issue	amendment	date
A	Issue for Town Planning Submission	18/12/2019
B	RFI Issue for Town Planning Submission	19/02/2020

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ABN 90 131 245 684

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Brisbane

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drawn	AK	project no.	190060

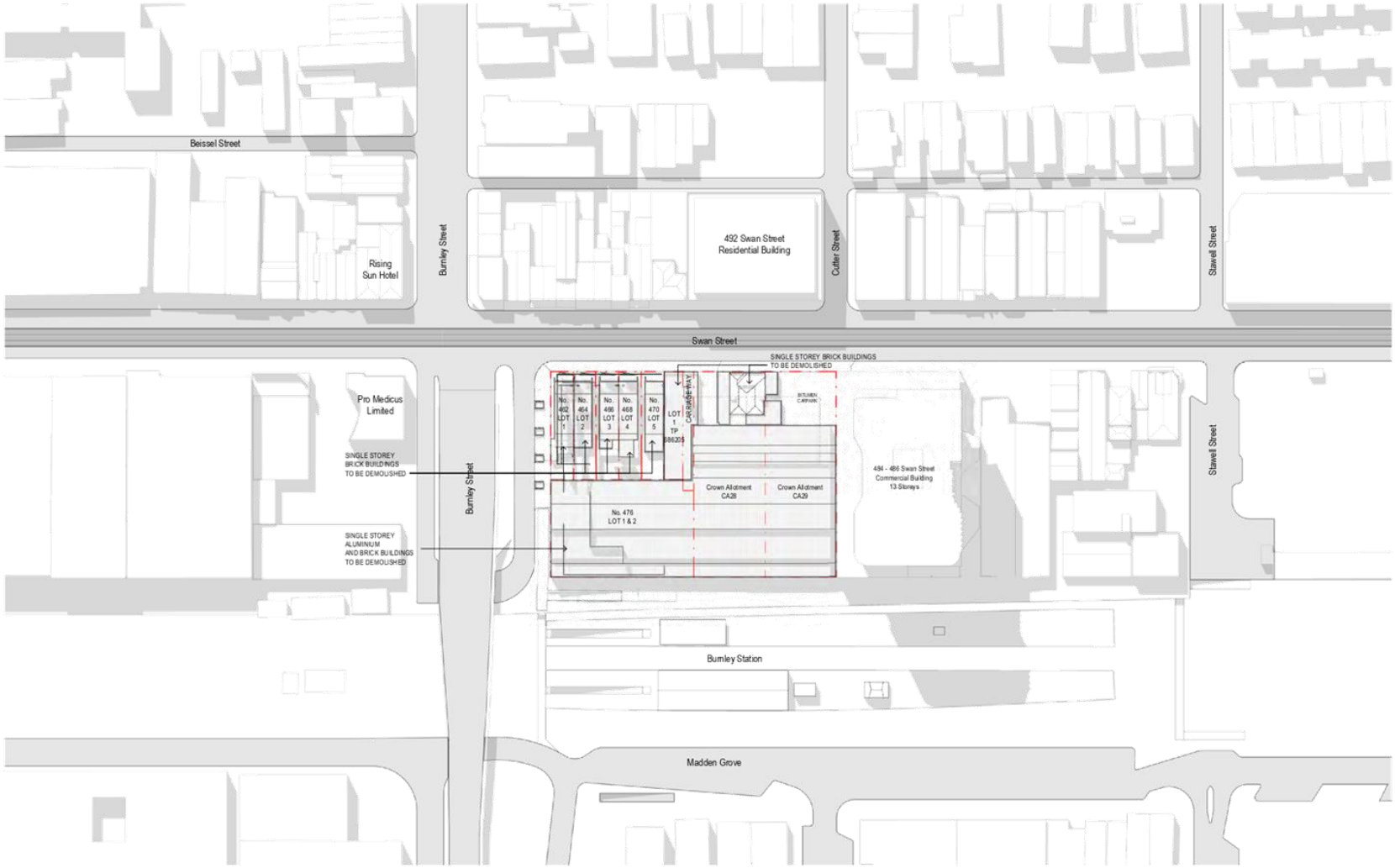
project: 480 Swan Street

drawing: Site - Locality Plan

drawing no.	issue
DA0010	B

16/04/20 7:07:35 AM

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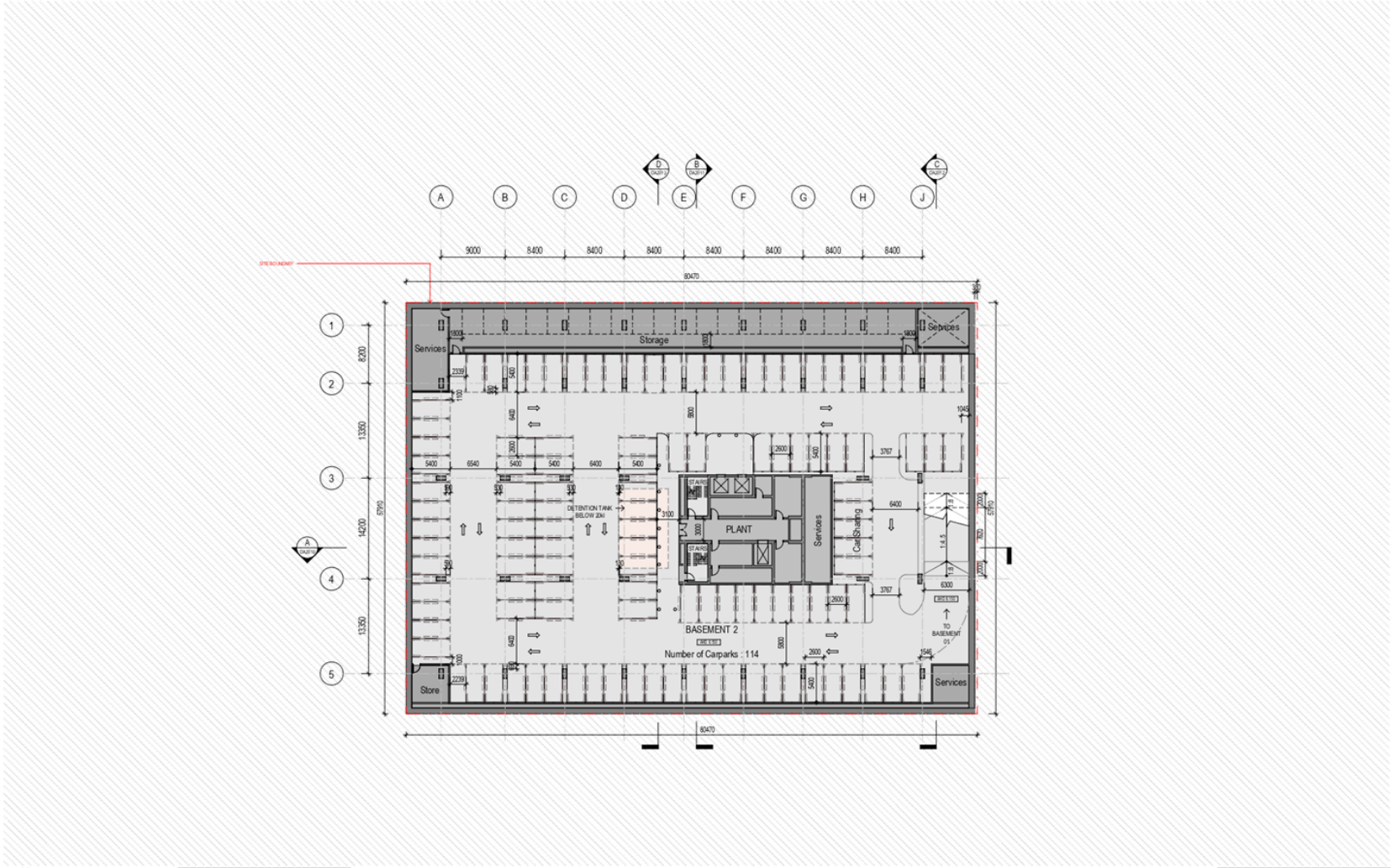
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drawing: Site - Existing Conditions & Demolition Plan

drawing no.	issue
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project: 480 Swan Street

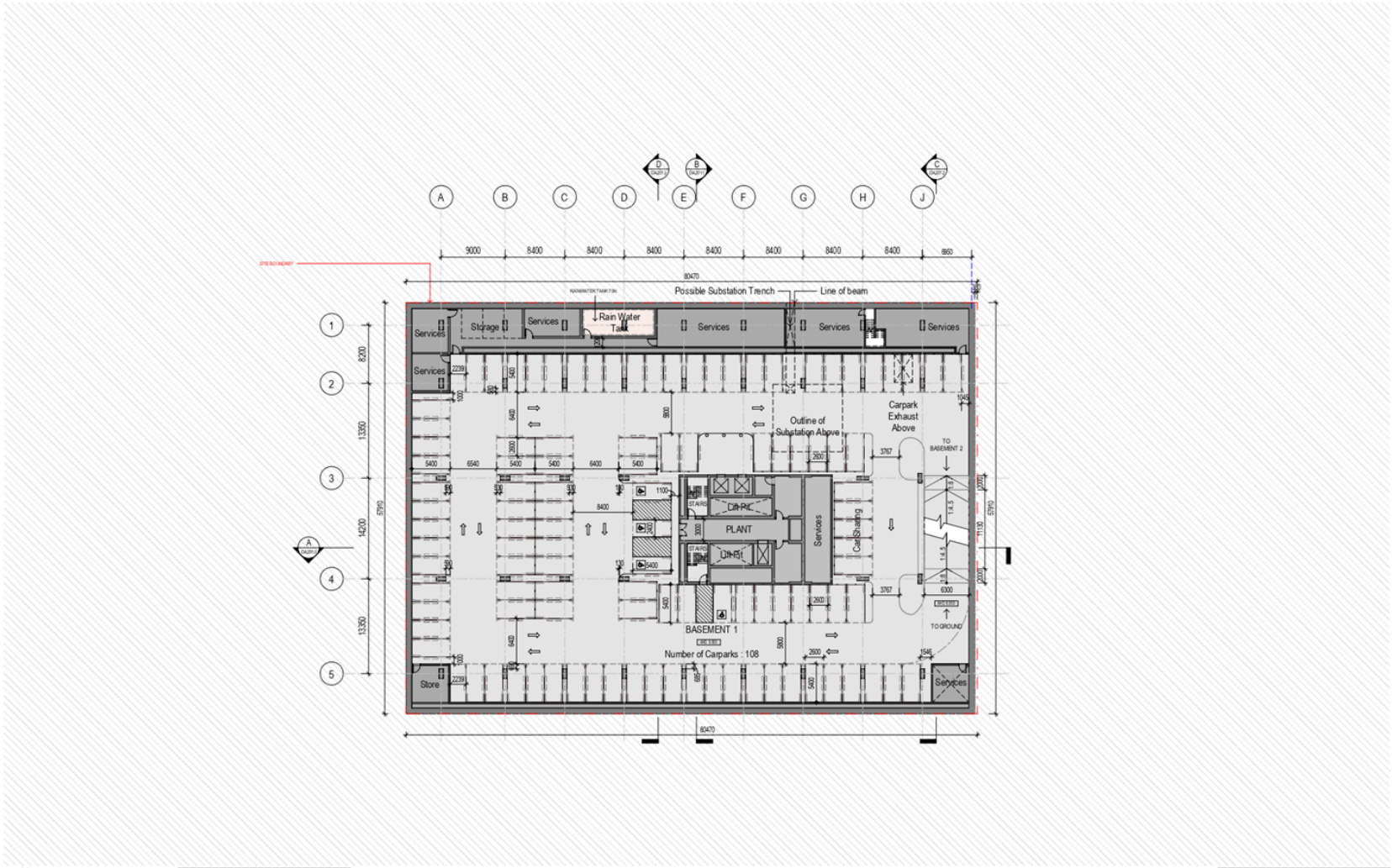
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drawing no.: DA1001

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drawn	EMAR	project no.	190060

project: 480 Swan Street

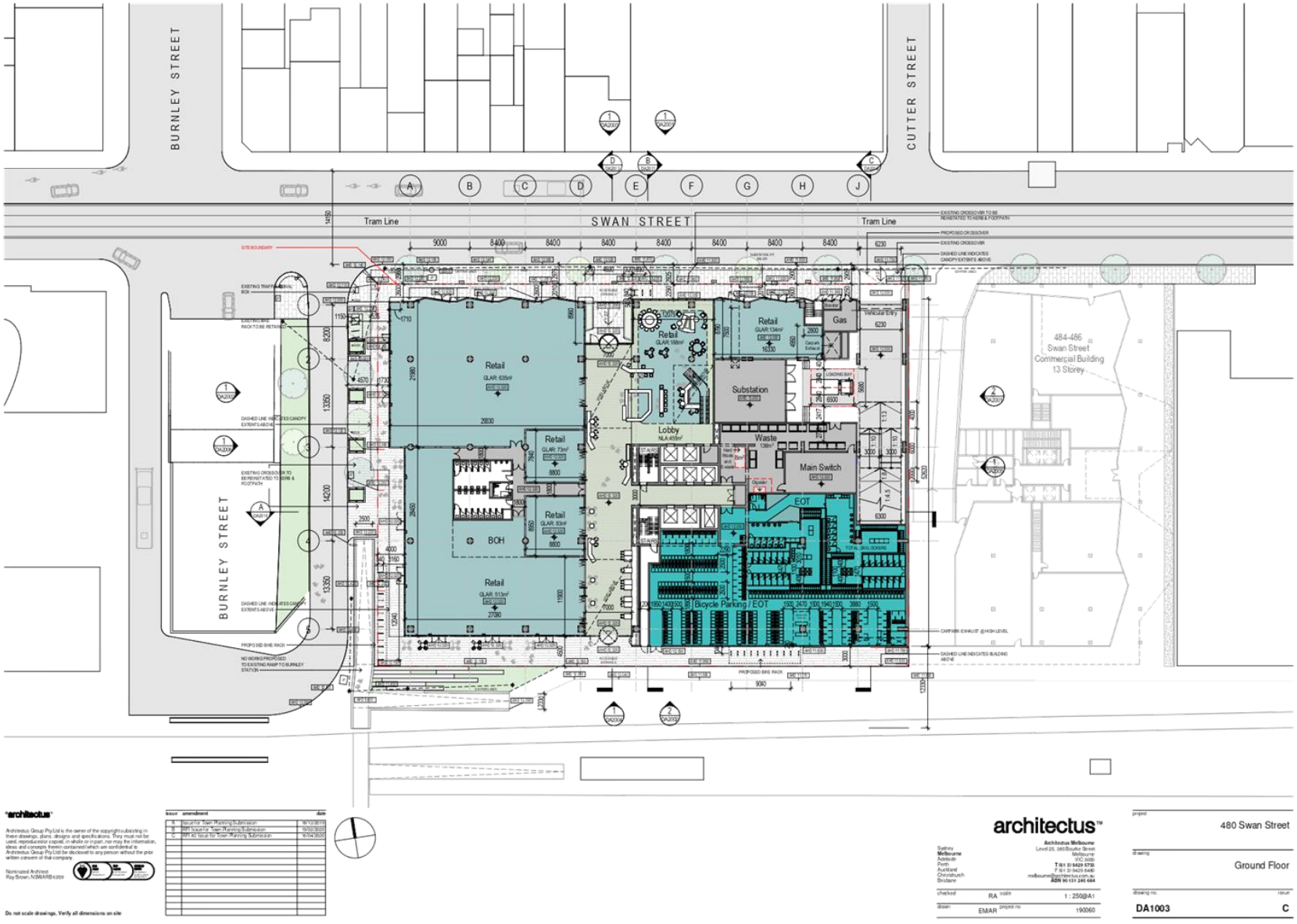
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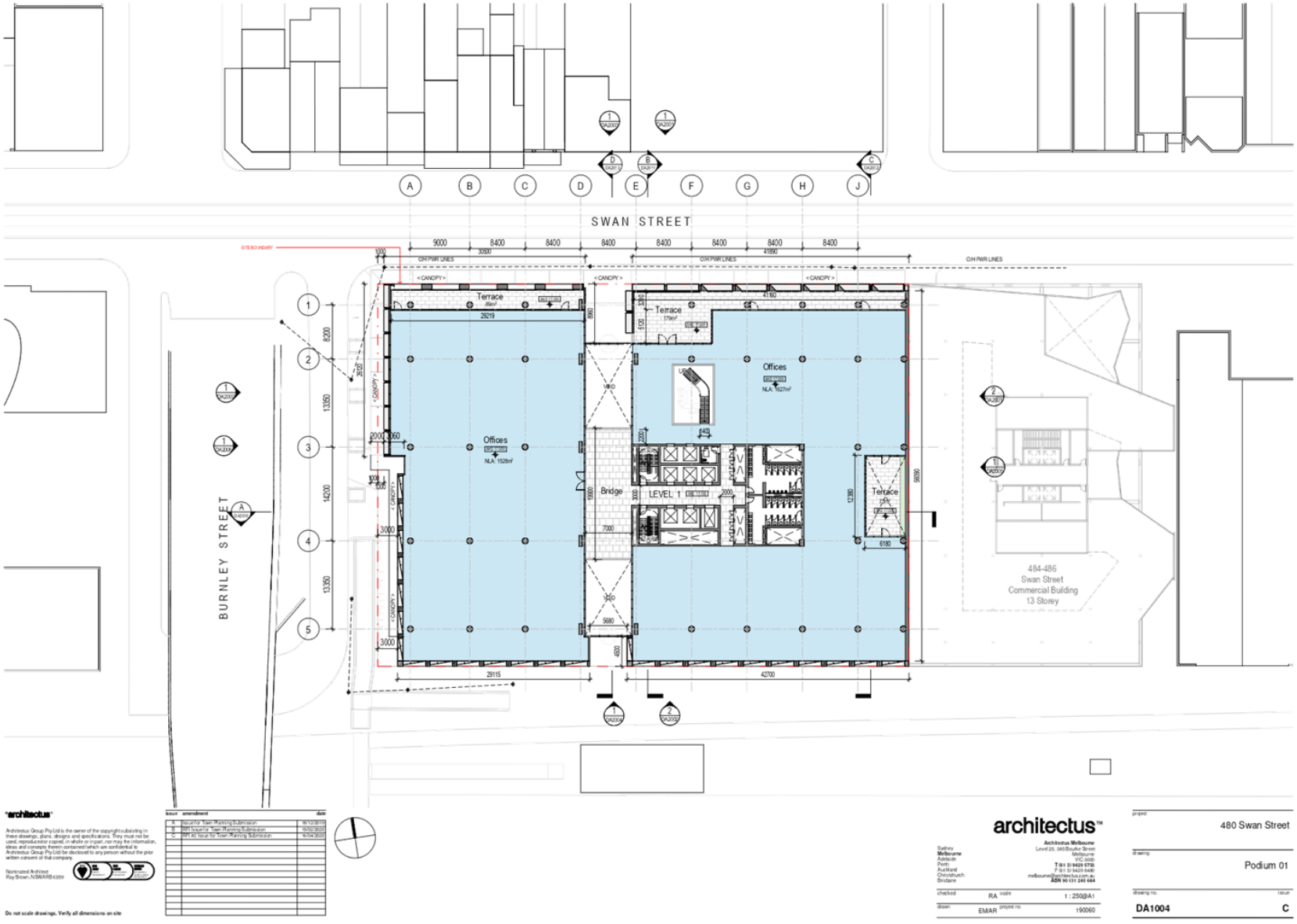
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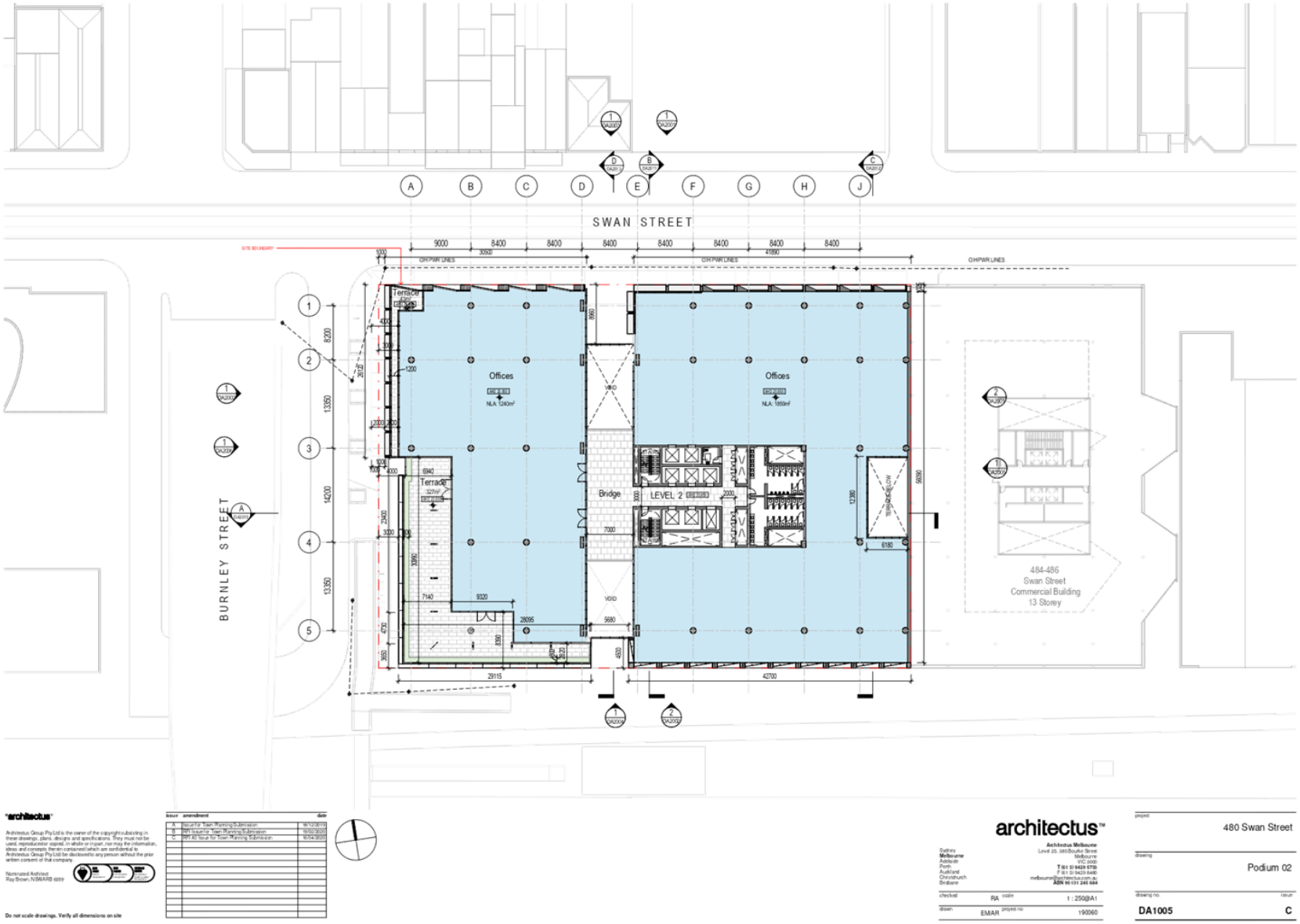
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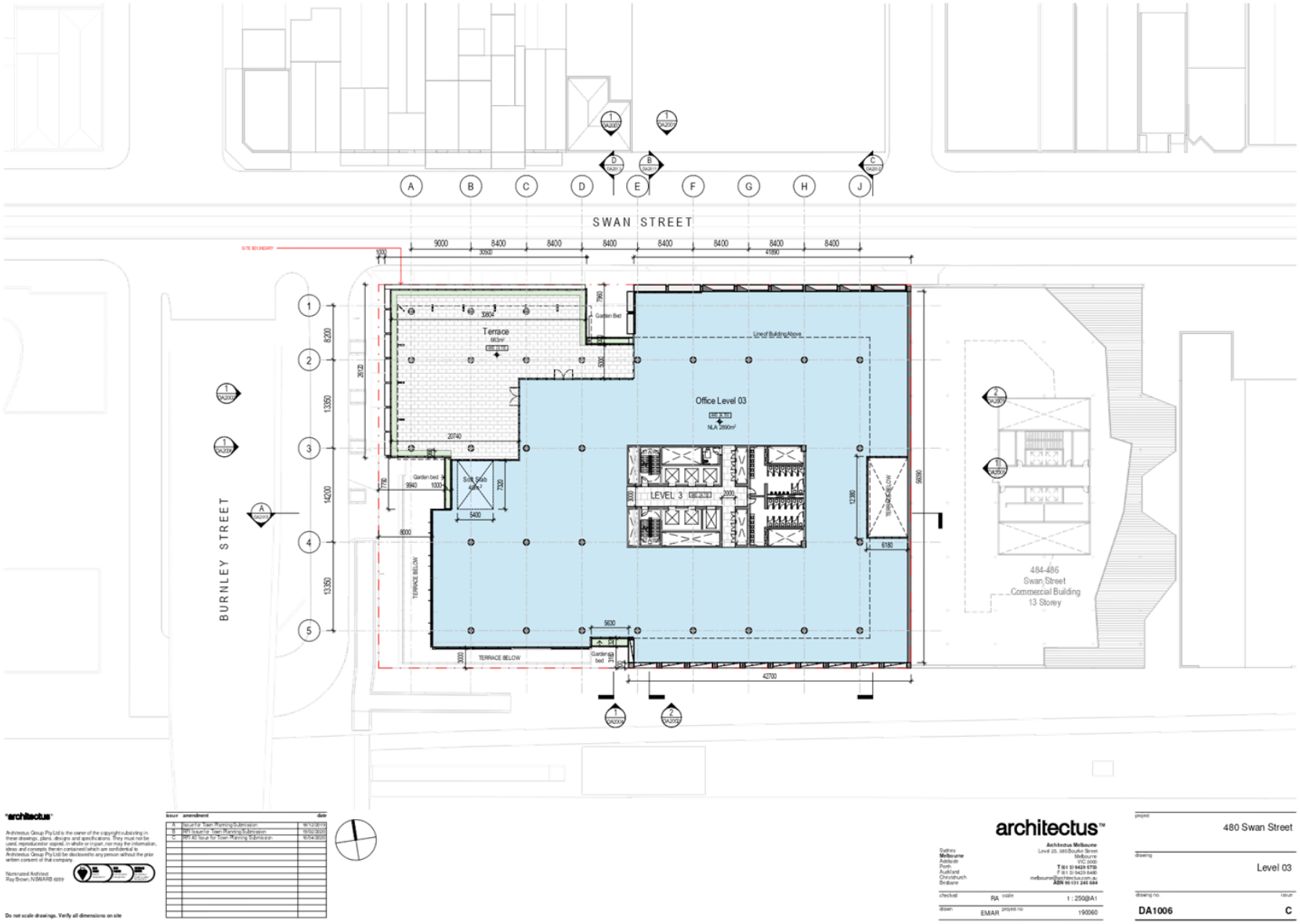
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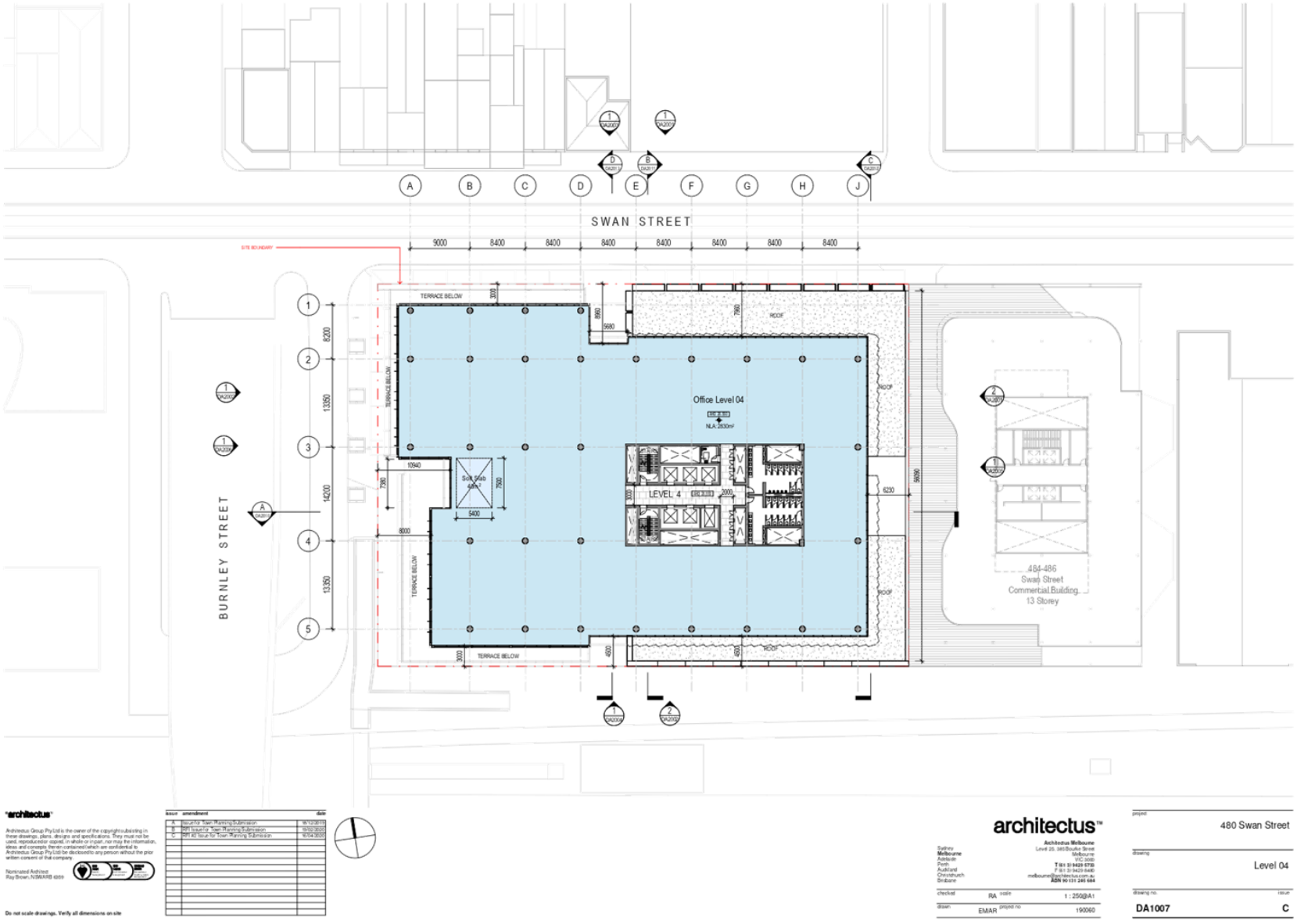
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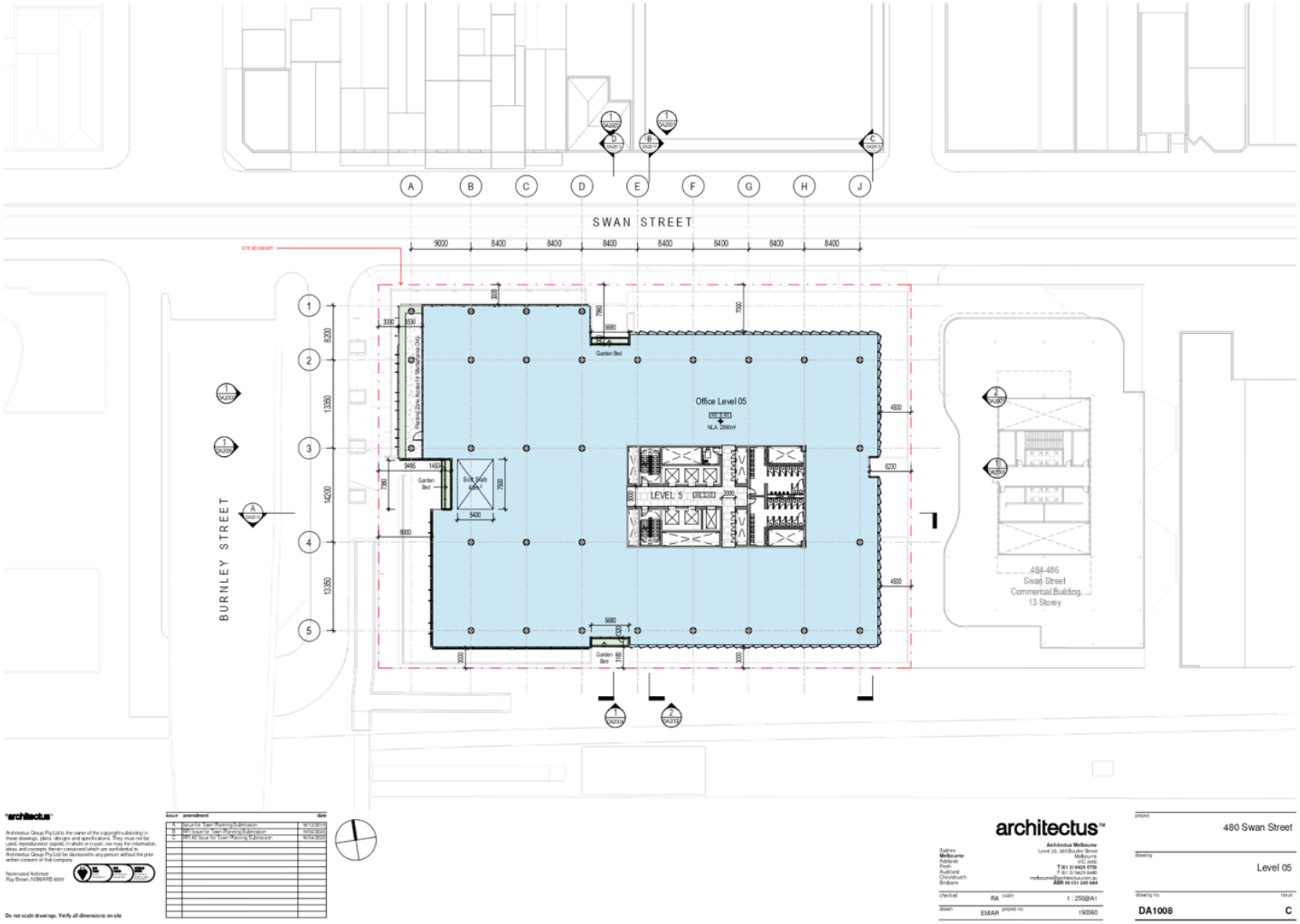
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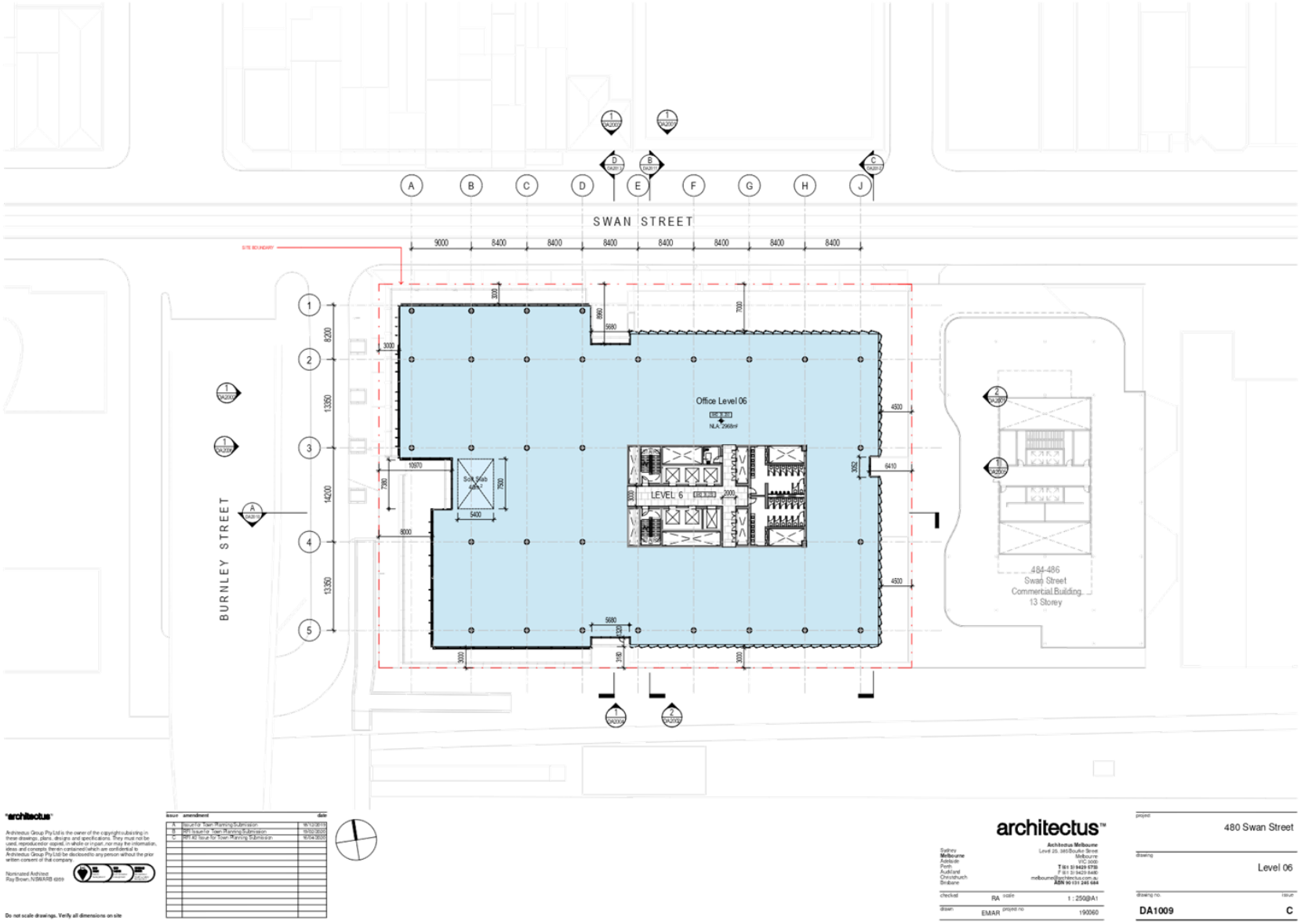
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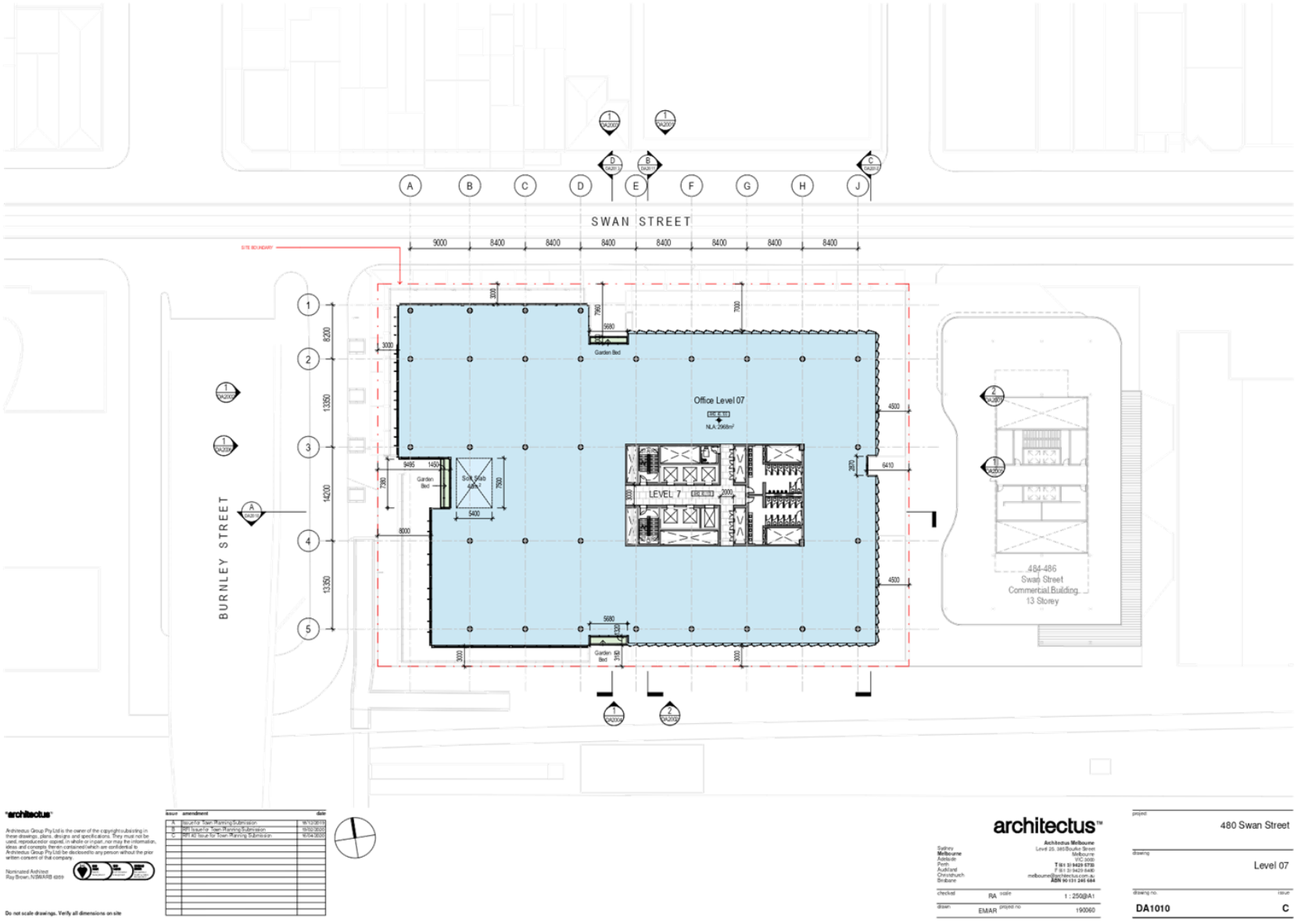
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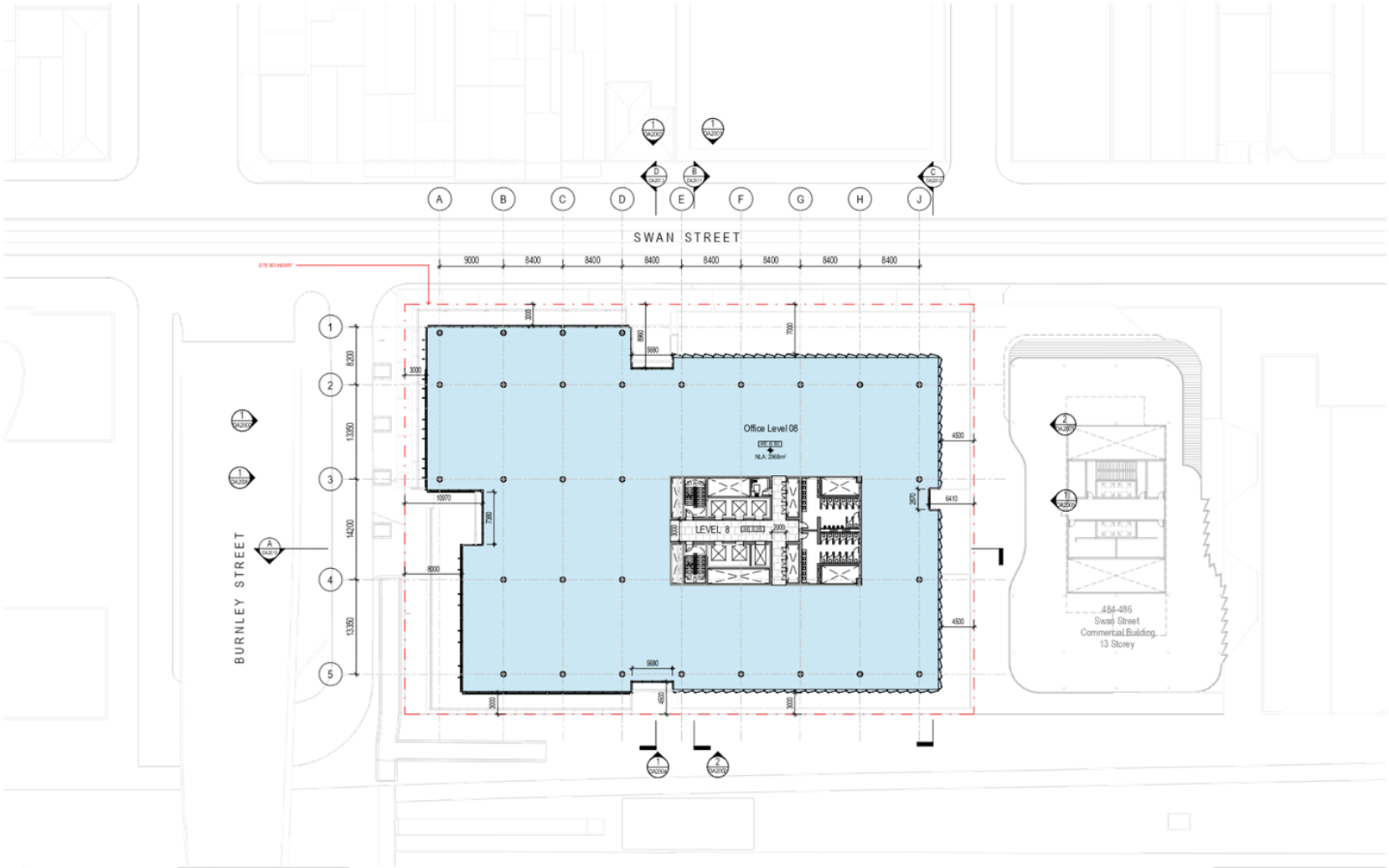
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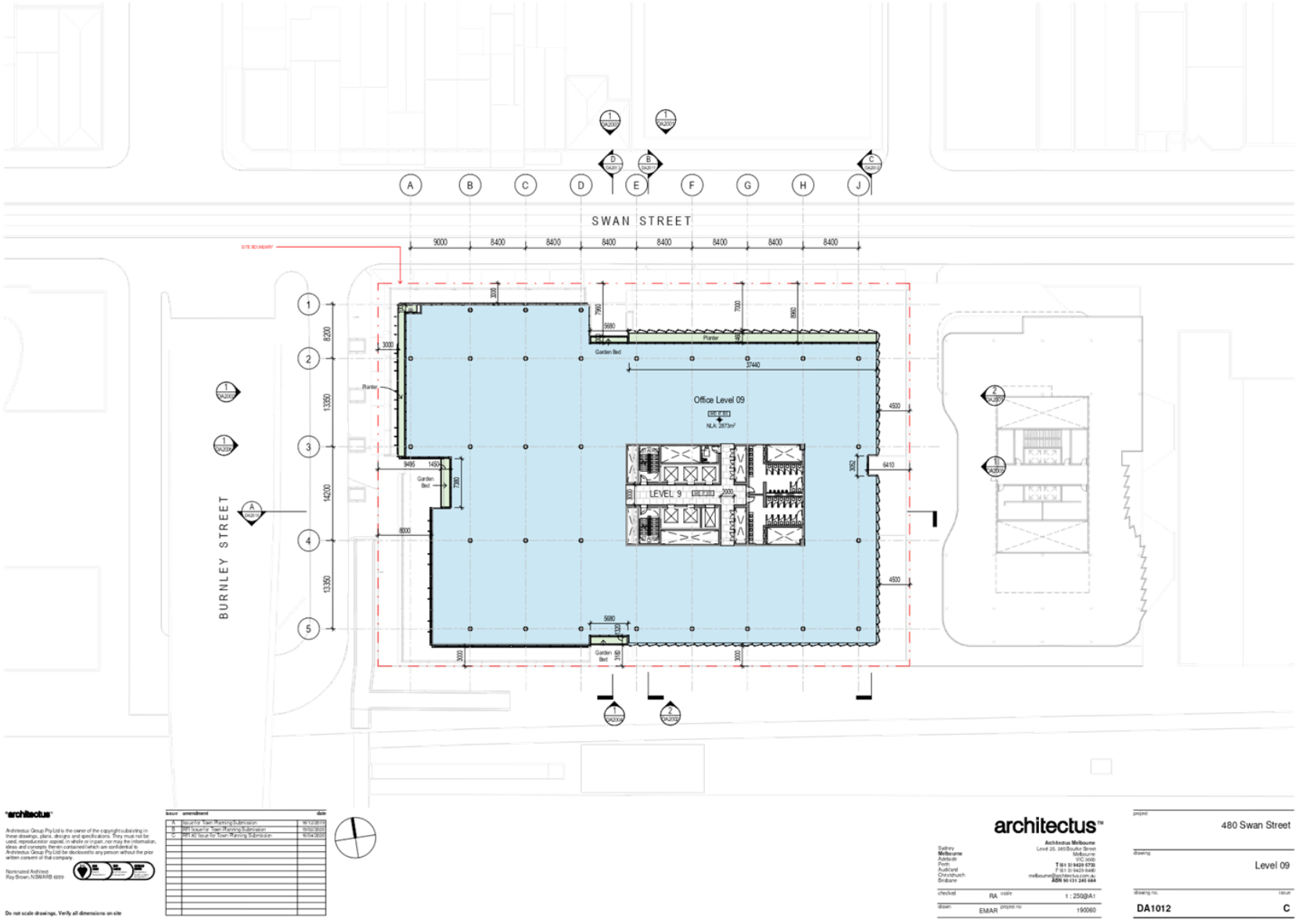
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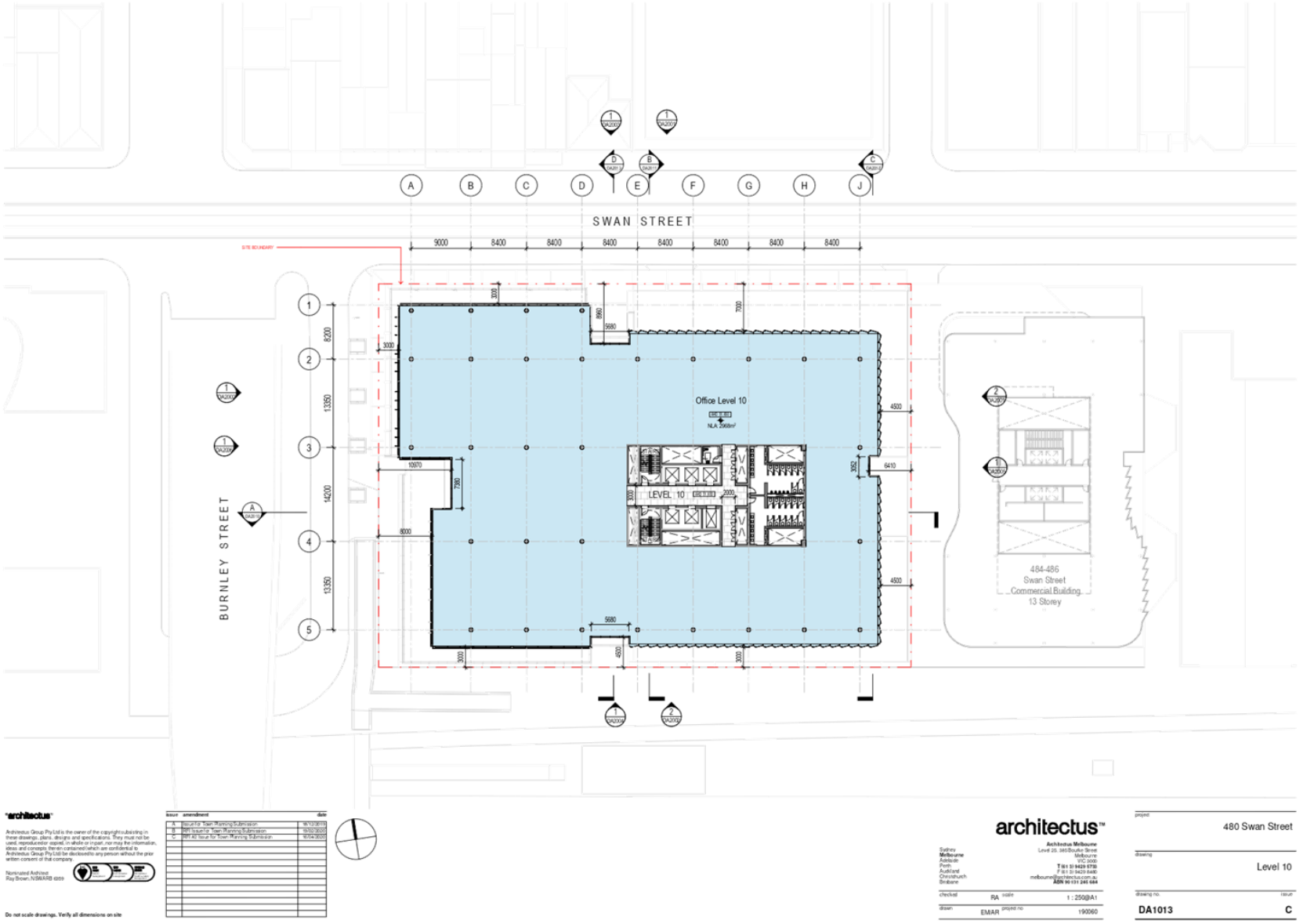
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Attachment 9 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 2



Attachment 9 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 2



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Perth
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Christchurch
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checked RA
drawn EMAR
scale 1 : 250@A1
project no. 190060

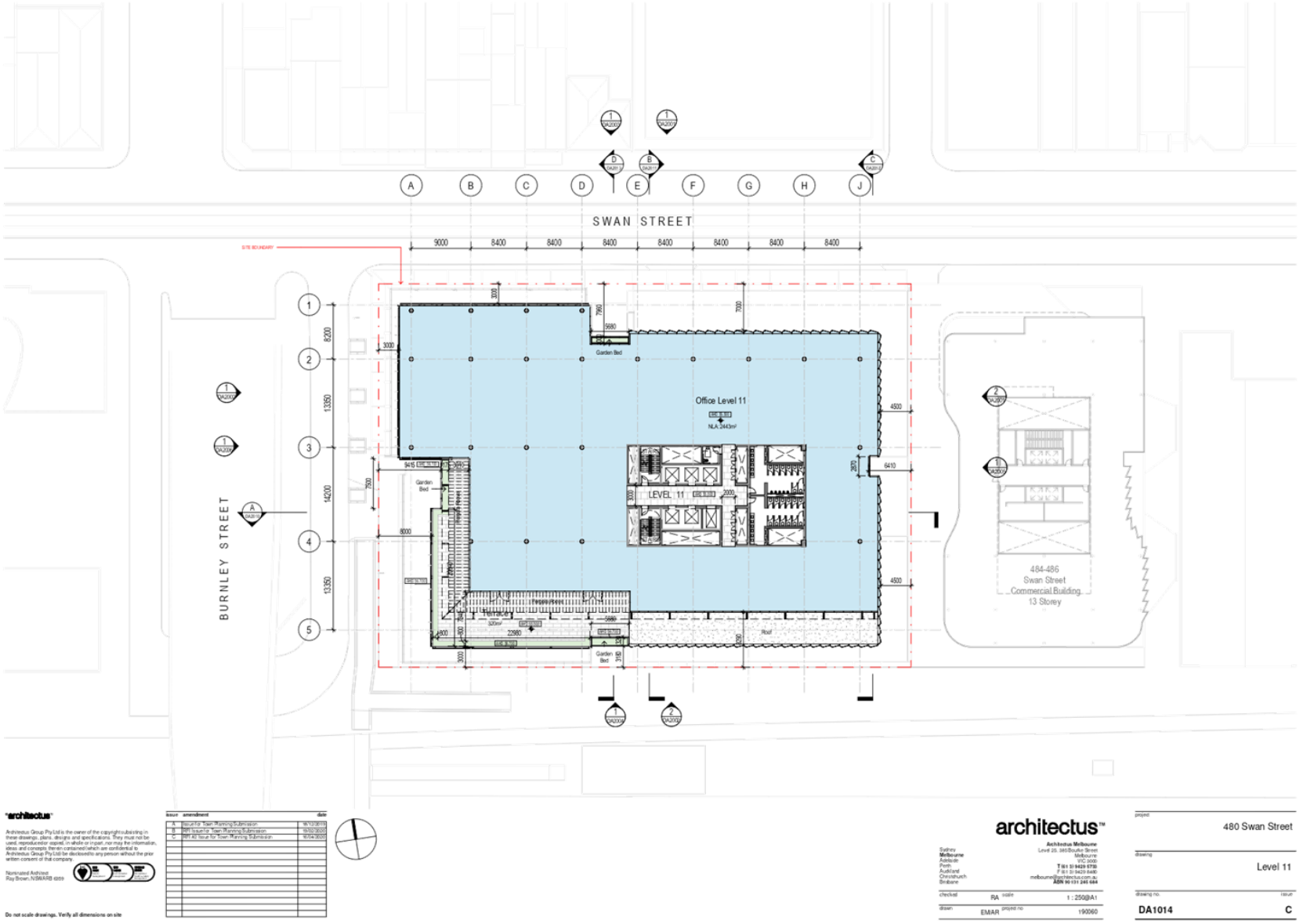
project: 480 Swan Street

drawing: Level 10

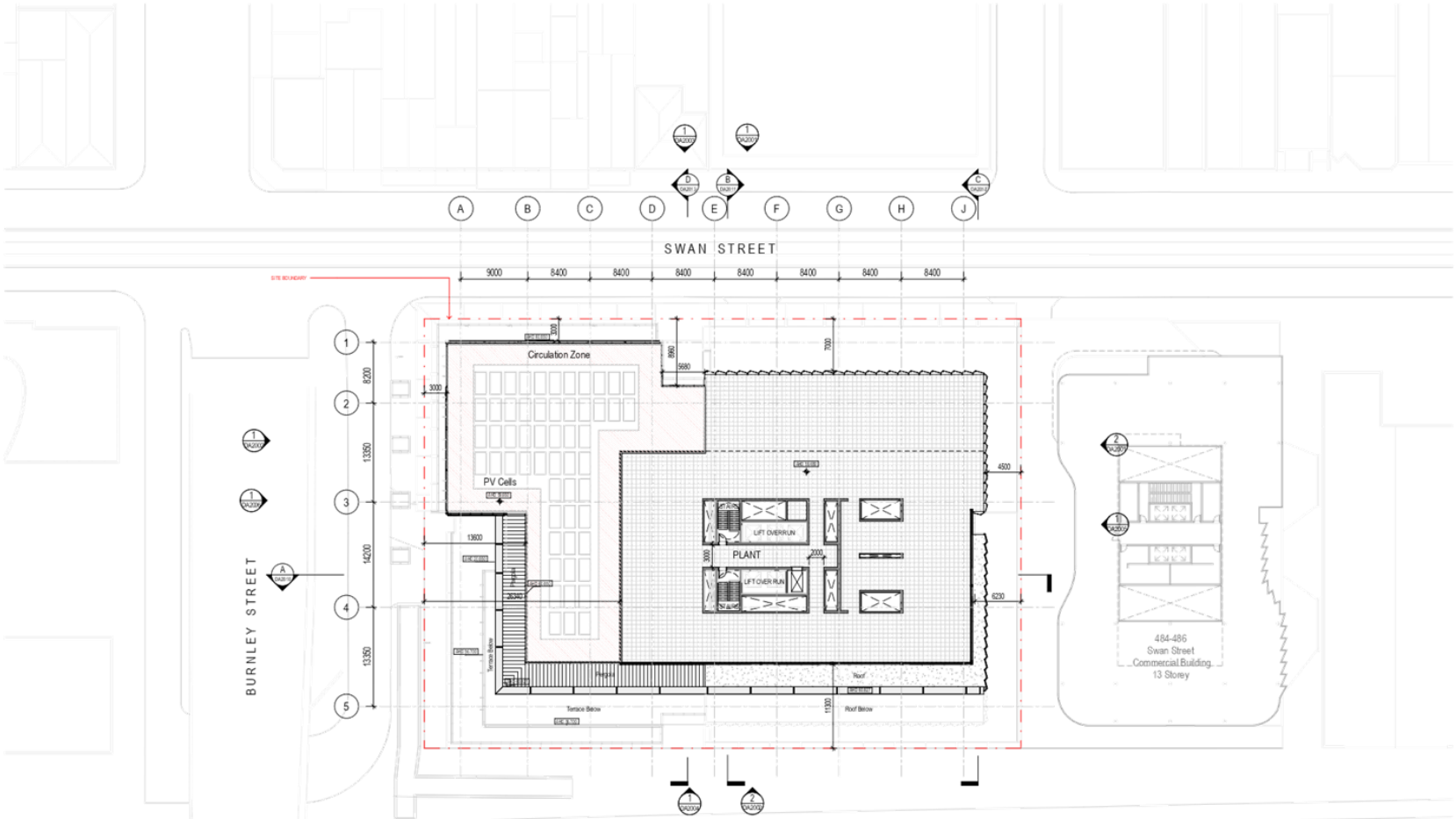
drawing no. DA1013
issue C

16/04/20 8:08:34 AM

Attachment 9 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 2



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Nominated Architect
Ray Brown, NSWARB 6359

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A	Issue for Town Planning Submission	18/12/2019
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checked RA
drawn EMAR
scale 1 : 250@A1
project no. 190060

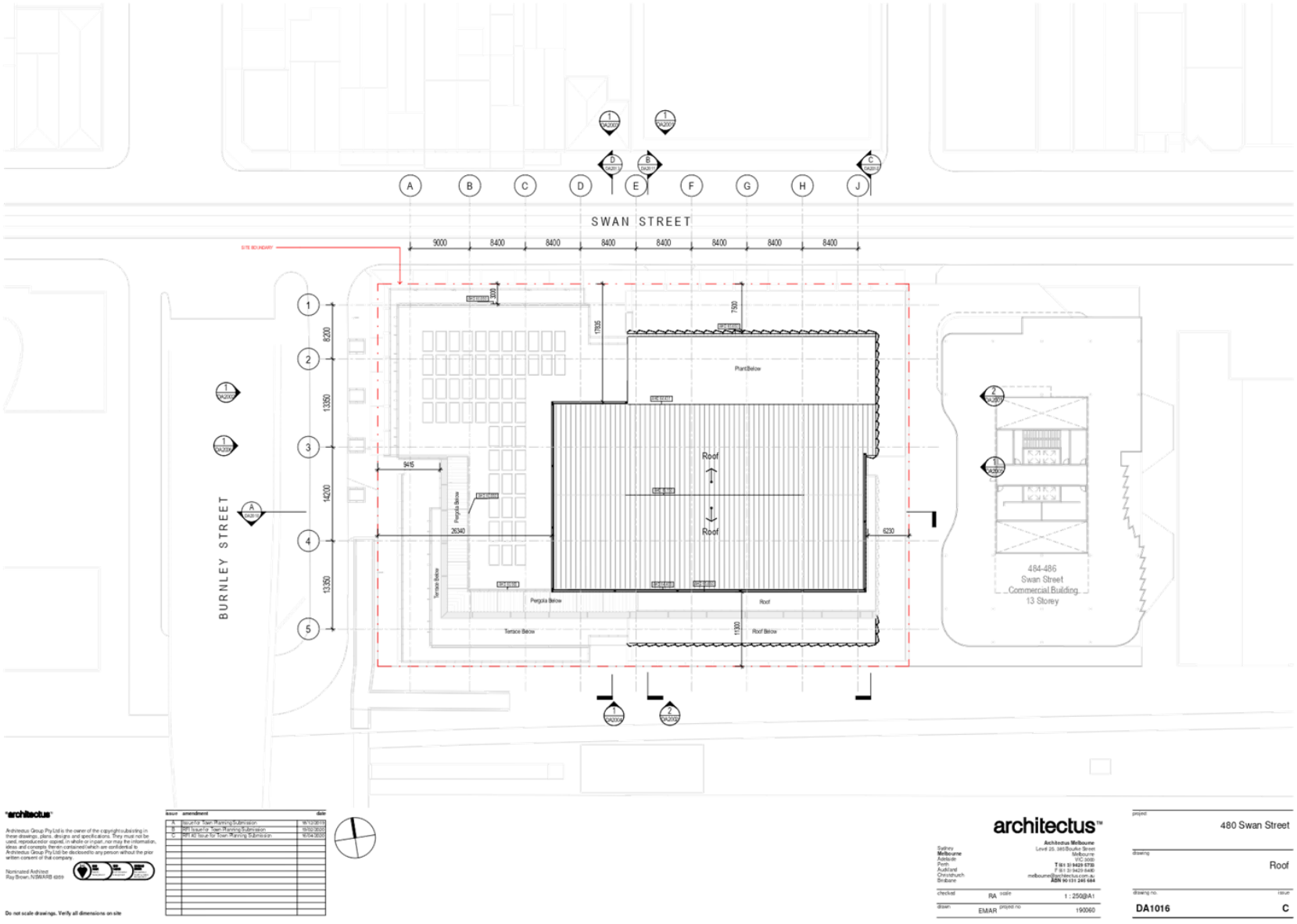
project: 480 Swan Street

drawing: Plant

drawing no. DA1015
issue C

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Nominated Architect
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checked	RA	scale	1 : 250@A1
drawn	EMAR	project no.	190060

project: 480 Swan Street

drawing: Roof

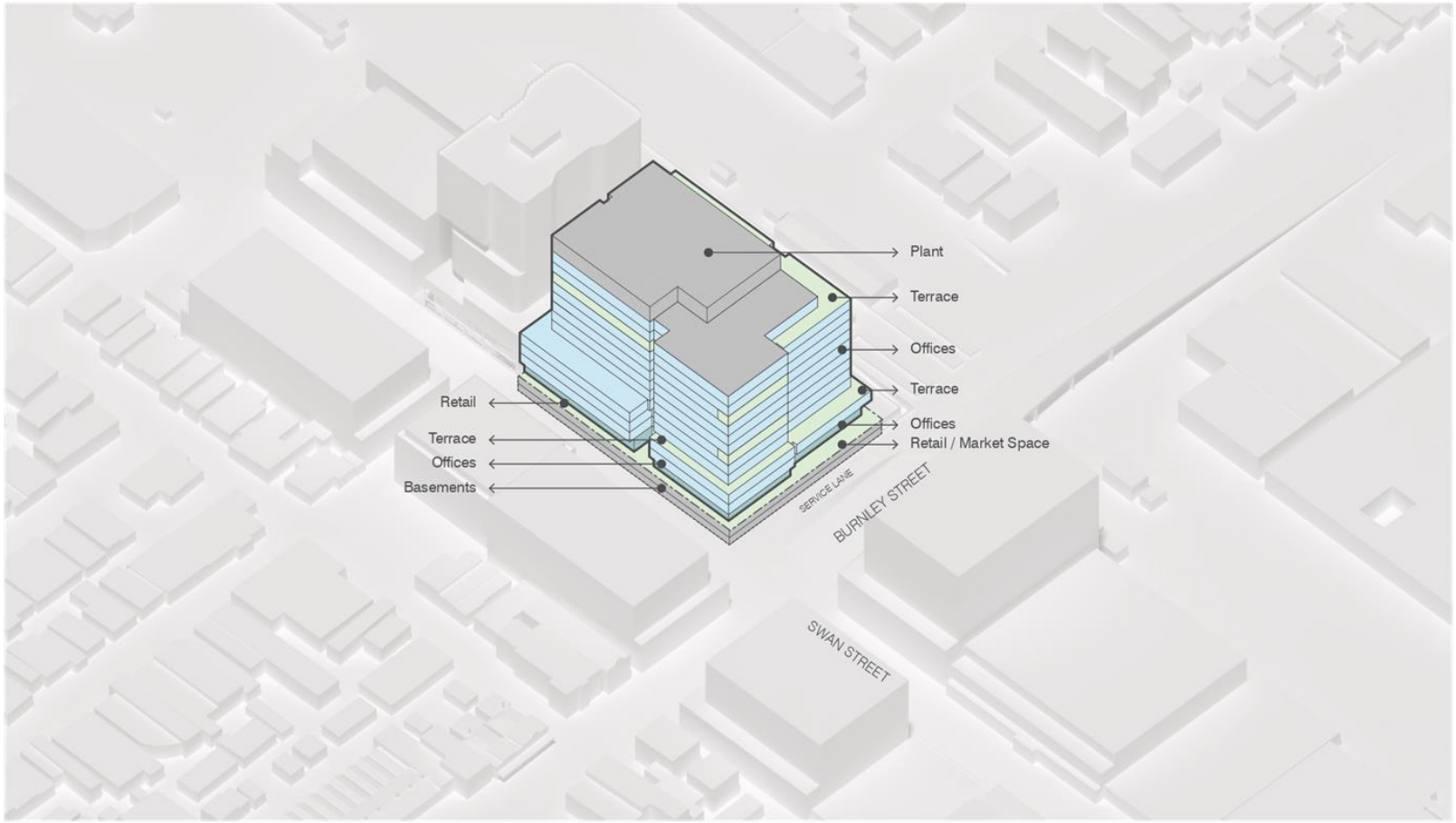
drawing no.: DA1016

issue: C

16/04/20 8:09:01 AM

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Design Proposal



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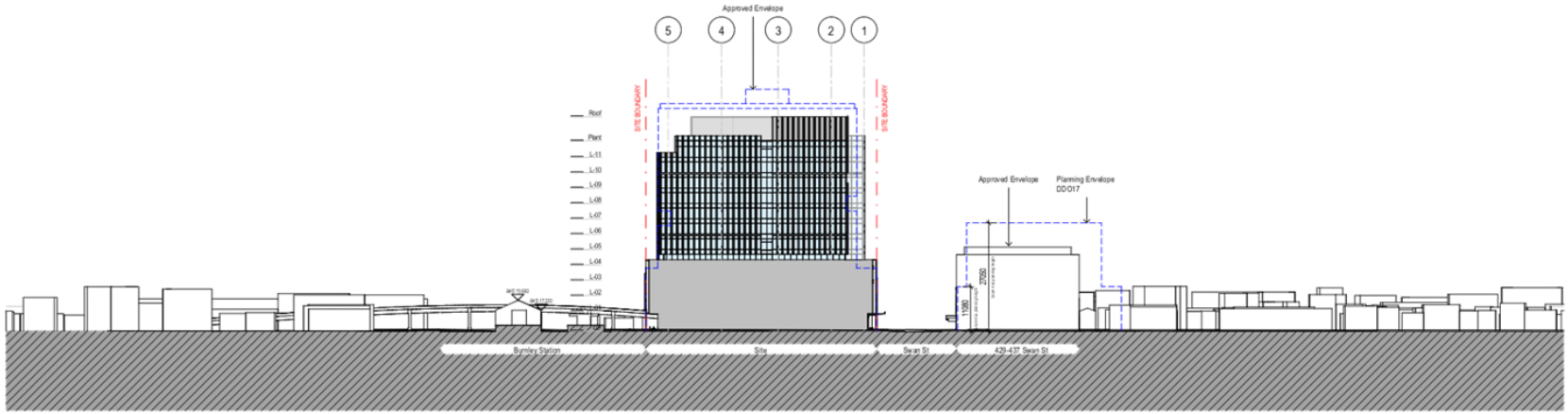
Design Proposal

	No. of Levels	Height (m)	GFA (m^2)	NLA (m^2) Office	Terrace (m^2)	Lobby (m^2)	GLAR (m^2) Retail & F&B	Efficiency	core/BOH/ circ (m^2)	Car Park No.
Basement - Carparking										
Basement 2	1	2.75	4418						986	***114***
Basement 1	1	3.10	4418						986	***108***
Total	2.0	5.85	8836.0						1972.0	222.0
Podium										
L00 - Lobby/Retail/Services	1	5.00	4440			455	1626		1841	
L-01	1	3.85	4089	3155	341			85%	545	
L-02	1	3.85	3823	3099	370			85%	545	
Total	3	12.70	12,352	6,254	711	455	1,626		2,931	
Tower - Commercial										
L-03	1	3.85	3886	2890	663			87.36%	418	
L-04	1	3.85	3389	2830				87.13%	418	
L-05	1	3.85	3308	2890				87.36%	418	
L-06	1	3.85	3386	2968				87.66%	418	
L-07	1	3.85	3386	2968				87.66%	418	
L-08	1	3.85	3386	2968				87.66%	418	
L-09	1	3.85	3404	2873				87.30%	418	
L-10	1	3.85	3386	2968				87.66%	418	
L-11	1	4.15	3096	2443	333			85.39%	418	
PLANT - ROOF		6.00	1363							
Total	9	40.95	31,990	25,798	996				3,762	
Grand Total	**12**	**53.65**	**53,178**	**32,052**	**1,707**	**455**	**1,626**		**6,693**	***222***

Note:
GFA = FECA + UCA
FECA & UCA calculated in accordance with The Australian Institute of Quantity Surveyors, Book of Areas for analysis and comparison of buildings, Canberra, August 20004

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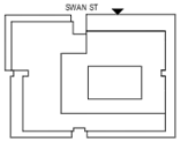
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checked	RA	scale	1 : 500@A1
drawn	EMAR	project no.	190060

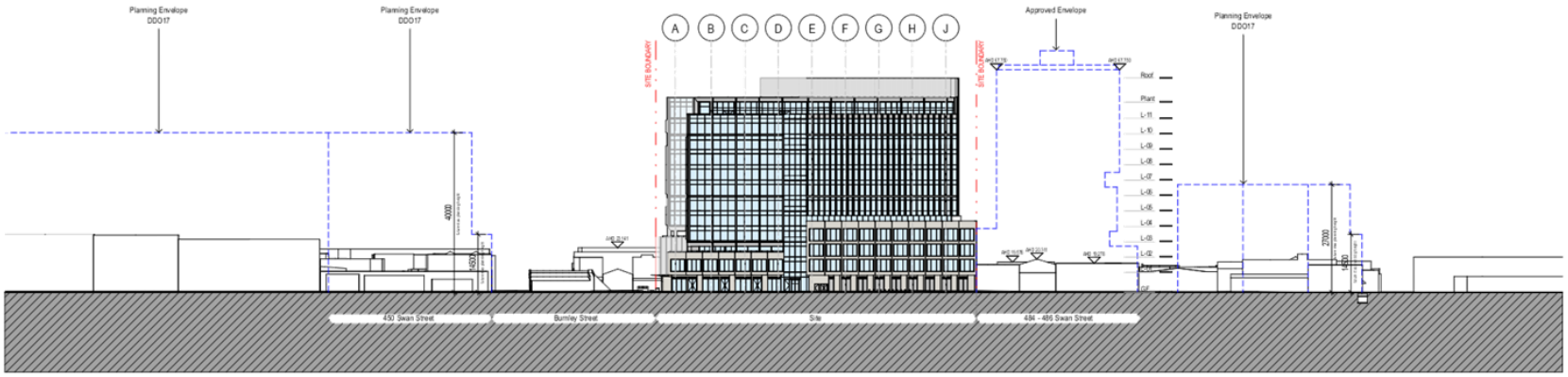
project: 480 Swan Street

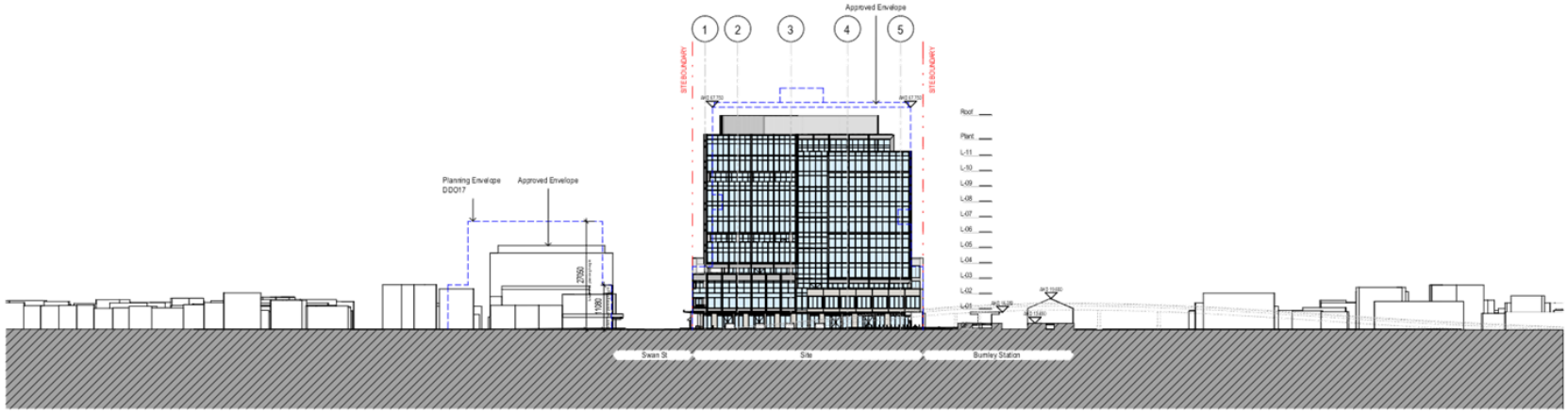
drawing: Context Elevation - North & East

drawing no.	issue
DA2001	C

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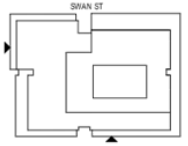
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drawn	EMAR	project no.	190060

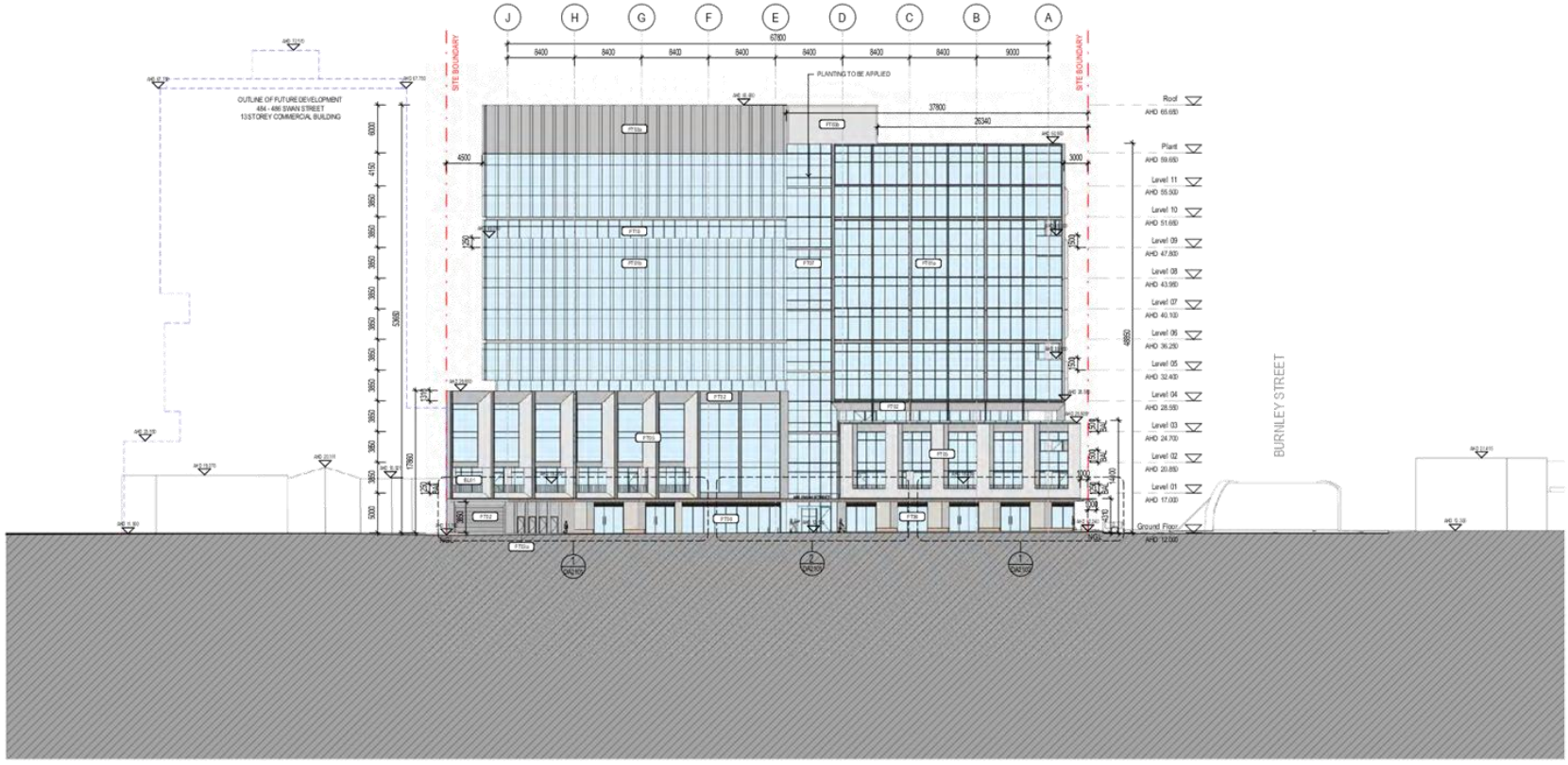
project: 480 Swan Street

drawing: Context Elevation - South & West

drawing no.	issue
DA2002	C

16/04/20 1:25:44 PM

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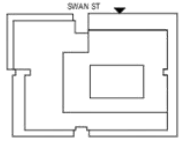
Nominated Architect
Ray Brown, NSWARB 6359

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issue	amendment	date
A	Issue for Town Planning Submission	18/12/2019
B	RFI Issue for Town Planning Submission	19/02/2020
C	RFI #2 Issue for Town Planning Submission	16/04/2020

MATERIAL SCHEDULE

FT01a	Glazed curtain wall system Type 1 - Intergrated Express Mullion
FT01b	Glazed curtain wall system Type 2 - Articulated Facade System
FT02	Grey Powdercoated Coloured Aluminium
FT03a	Grey Powdercoated Coloured Aluminium Perforated Facade System
FT03b	Grey Powdercoated Coloured Aluminium Horizontal Louvre Screen Facade System
FT04	Grey/Brown Brick with natural finish
FT05	GRC or similar cladding panel system with a textured finish
FT06	Glazed Shop Front
FT07	Stainless Steel Wire Screen for Landscape
FT08	Aluminium Click on Batten or similar
FT09	Precast concrete wall
FT10	Glazed curtain wall
BL01	Metal Balustrade
LV01	Grey Powdercoated Coloured Aluminium Horizontal Louvres



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checked	RA	scale	As indicated@A1
drawn	EMAR	project no.	190060

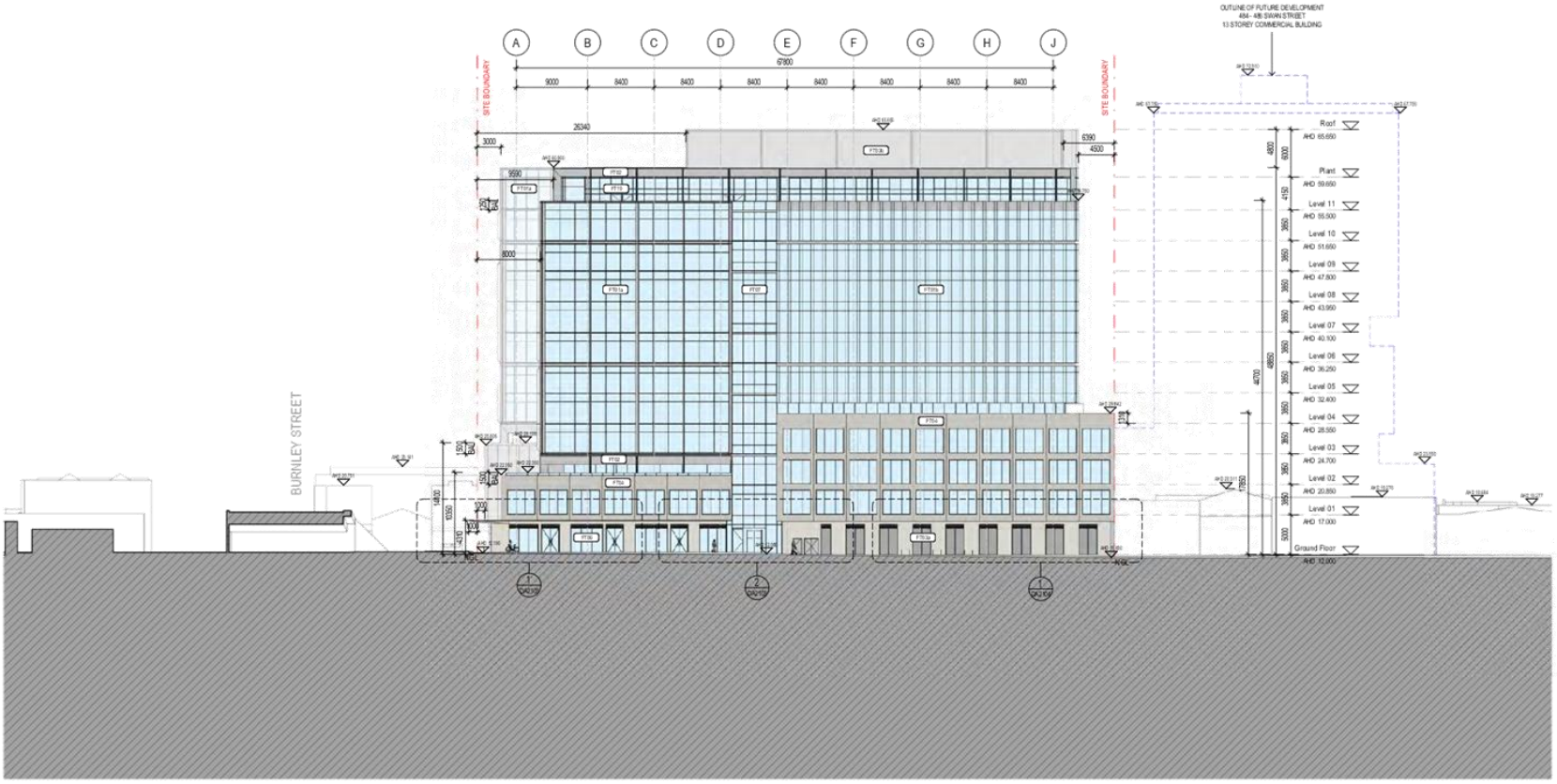
project: 480 Swan Street

drawing: Building Elevation - North

drawing no.	issue
DA2003	C

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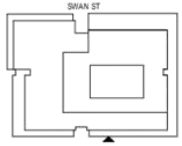
Nominated Architect
Ray Brown, NSWARB 6359

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issue	amendment	date
A	Issue for Town Planning Submission	18/12/2019
B	RFI Issue for Town Planning Submission	19/02/2020
C	RFI 60 Issue for Town Planning Submission	16/04/2020

MATERIAL SCHEDULE

FT01a	Glazed curtain wall system Type 1 - Intergated Express Mullion
FT01b	Glazed curtain wall system Type 2 - Articulated Facade System
FT02	Grey Powdercoated Coloured Aluminium
FT03a	Grey Powdercoated Coloured Aluminium Perforated Facade System
FT03b	Grey Powdercoated Coloured Aluminium Horizontal Louvre Screen Facade System
FT04	Grey/Brown Brick with natural finish
FT05	GRC or similar cladding panel system with a textured finish
FT06	Glazed Shop Front
FT07	Stainless Steel Wire Screen for Landscape
FT08	Aluminium Click on Batten or similar
FT09	Precast concrete wall
FT10	Glazed curtain wall
BL01	Metal Balustrade
LV01	Grey Powdercoated Coloured Aluminium Horizontal Louvres



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checked	RA	scale	As indicated@A1
drawn	EMAR	project no.	190060

project: 480 Swan Street

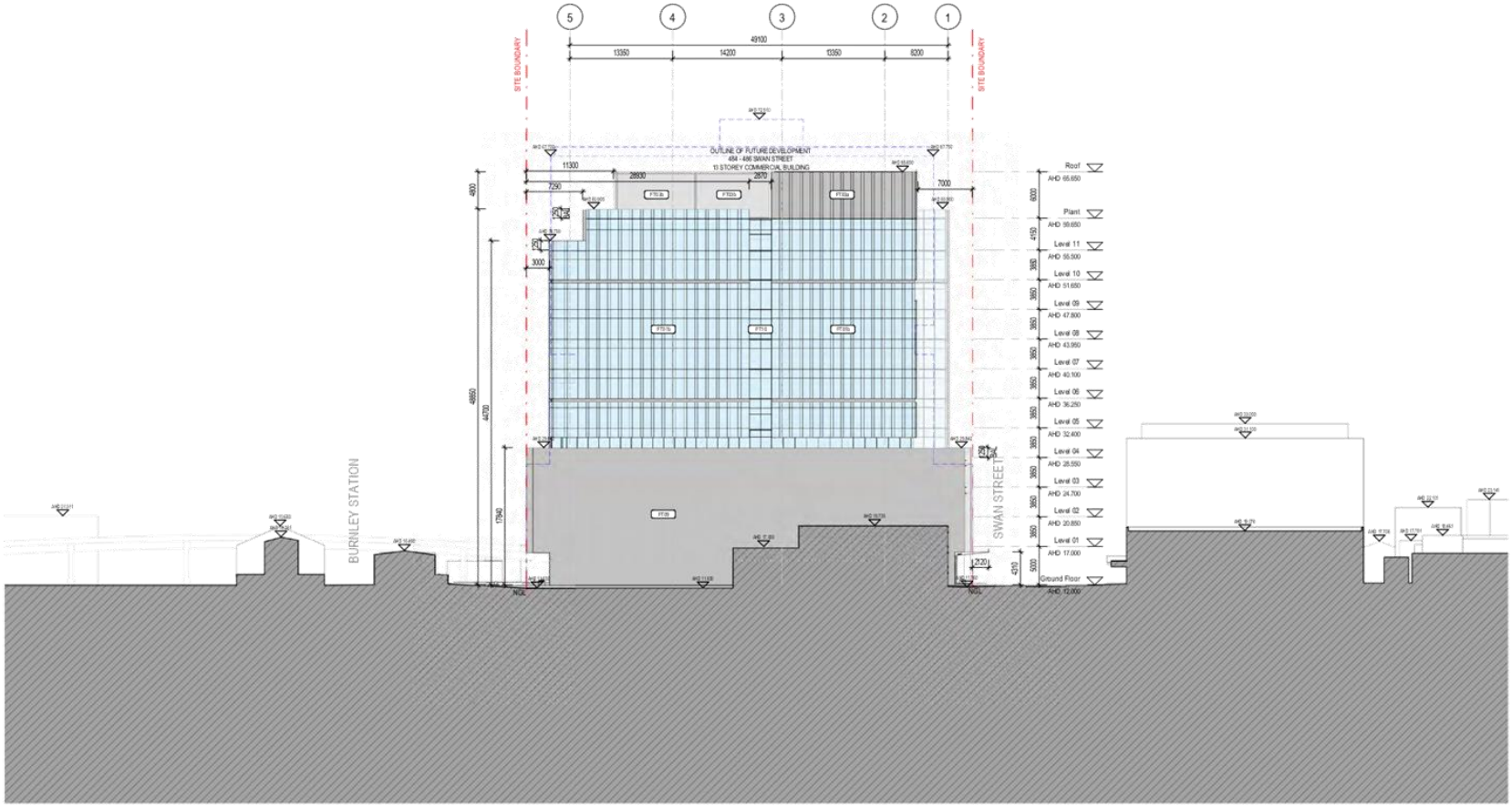
drawing: Building Elevation - South

drawing no.: DA2004

issue: C

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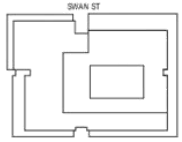
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Ray Brown, NSWARB 6359

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MATERIAL SCHEDULE

FT01a	Glazed curtain wall system Type 1 - Intergrated Express Mullion
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FT02	Grey Powdercoated/Coloured Aluminium
FT03a	Grey Powdercoated/Coloured Aluminium Perforated Facade System
FT03b	Grey Powdercoated/Coloured Aluminium Horizontal Louvre Screen/Facade System
FT04	Grey/Brown Brick with natural finish
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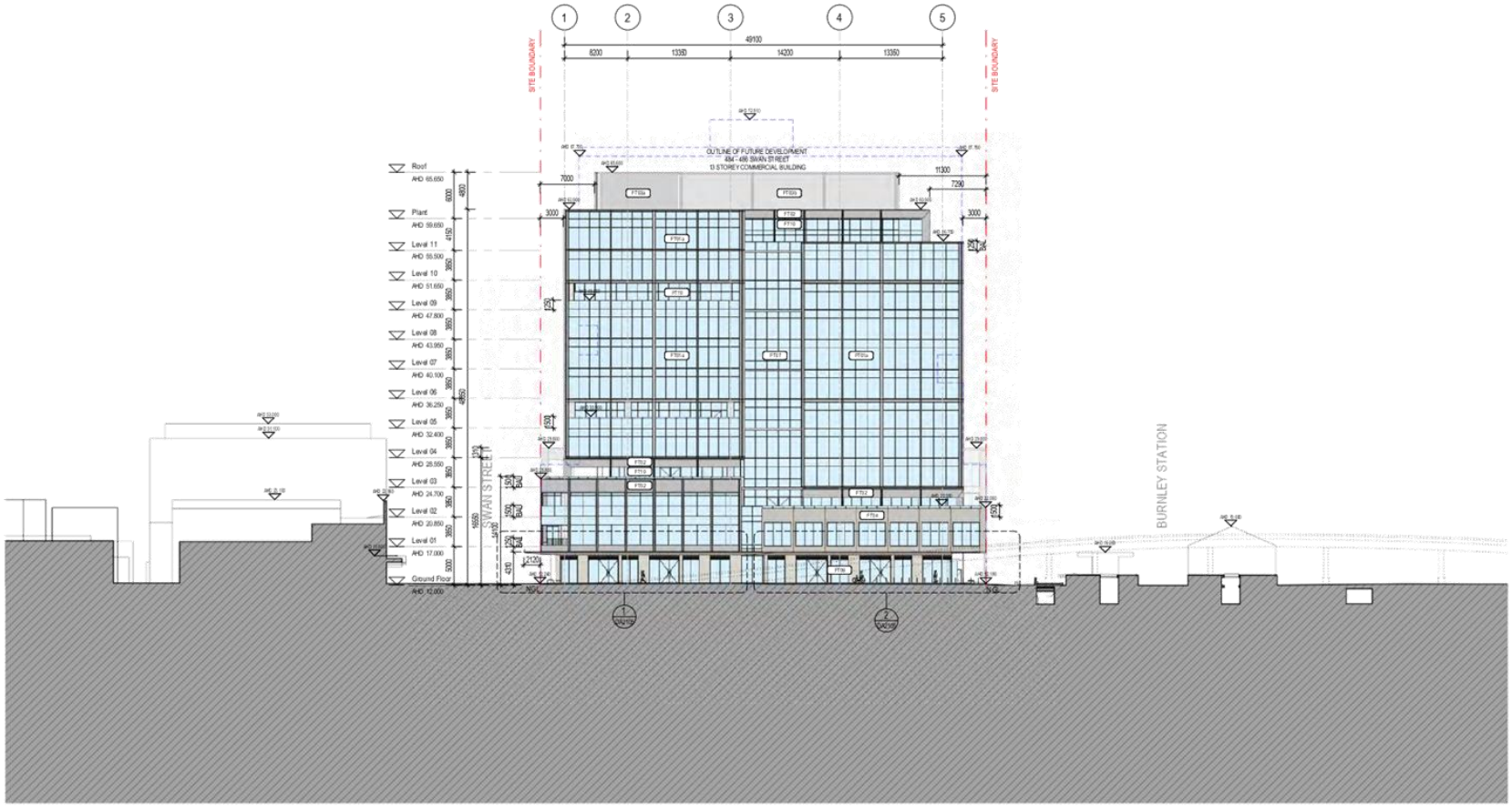
project: 480 Swan Street

drawing: Building Elevation - East

drawing no. DA2005 issue C

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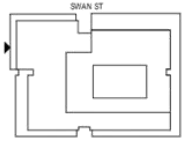
Nominated Architect
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MATERIAL SCHEDULE

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drawn EMAR project no. 190060

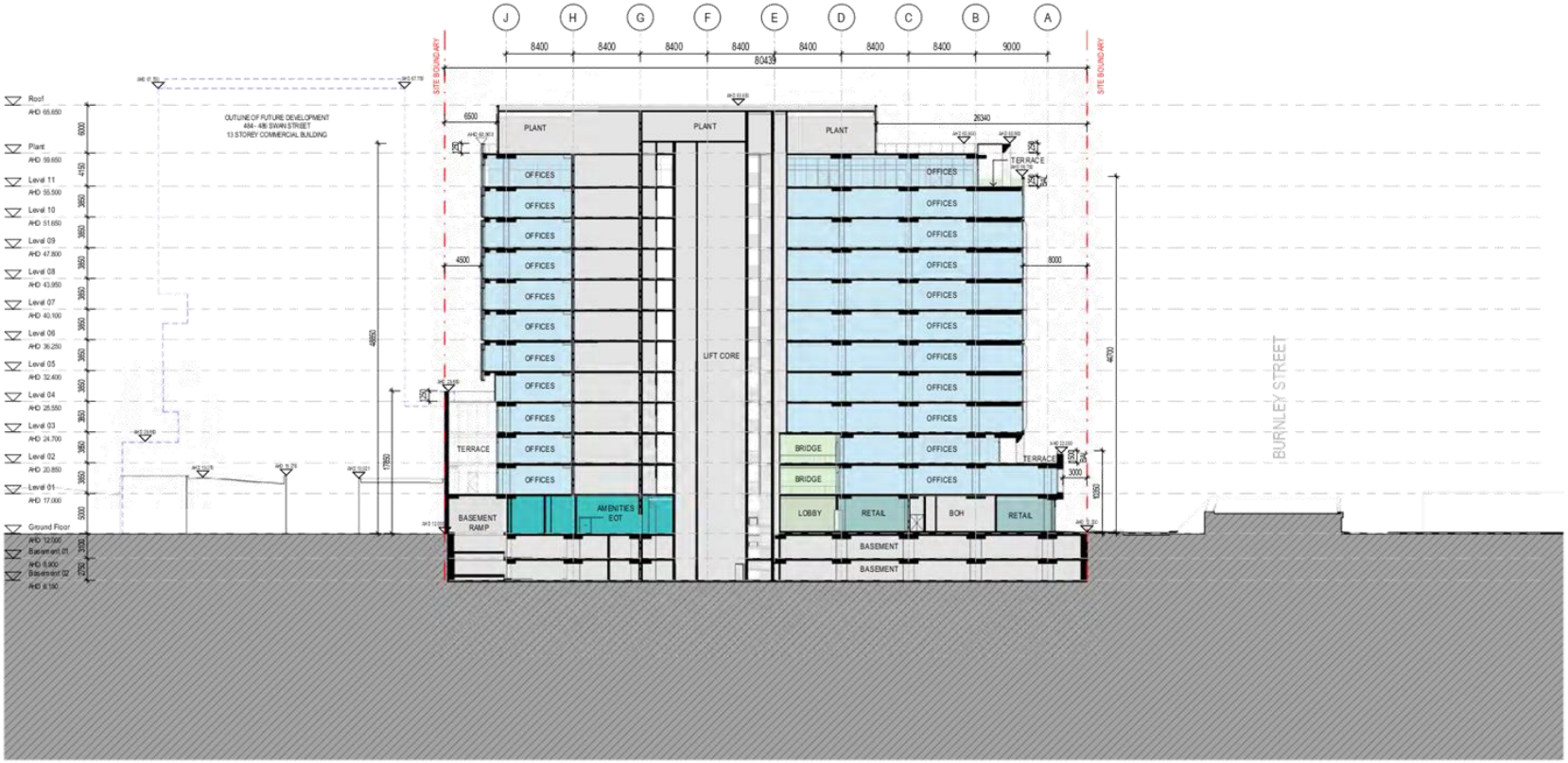
project: 480 Swan Street

drawing: Building Elevation - West

drawing no. DA2006 issue C

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checked	RA	scale	1 : 250@A1
drawn	EMAR	project no.	190060

project: 480 Swan Street

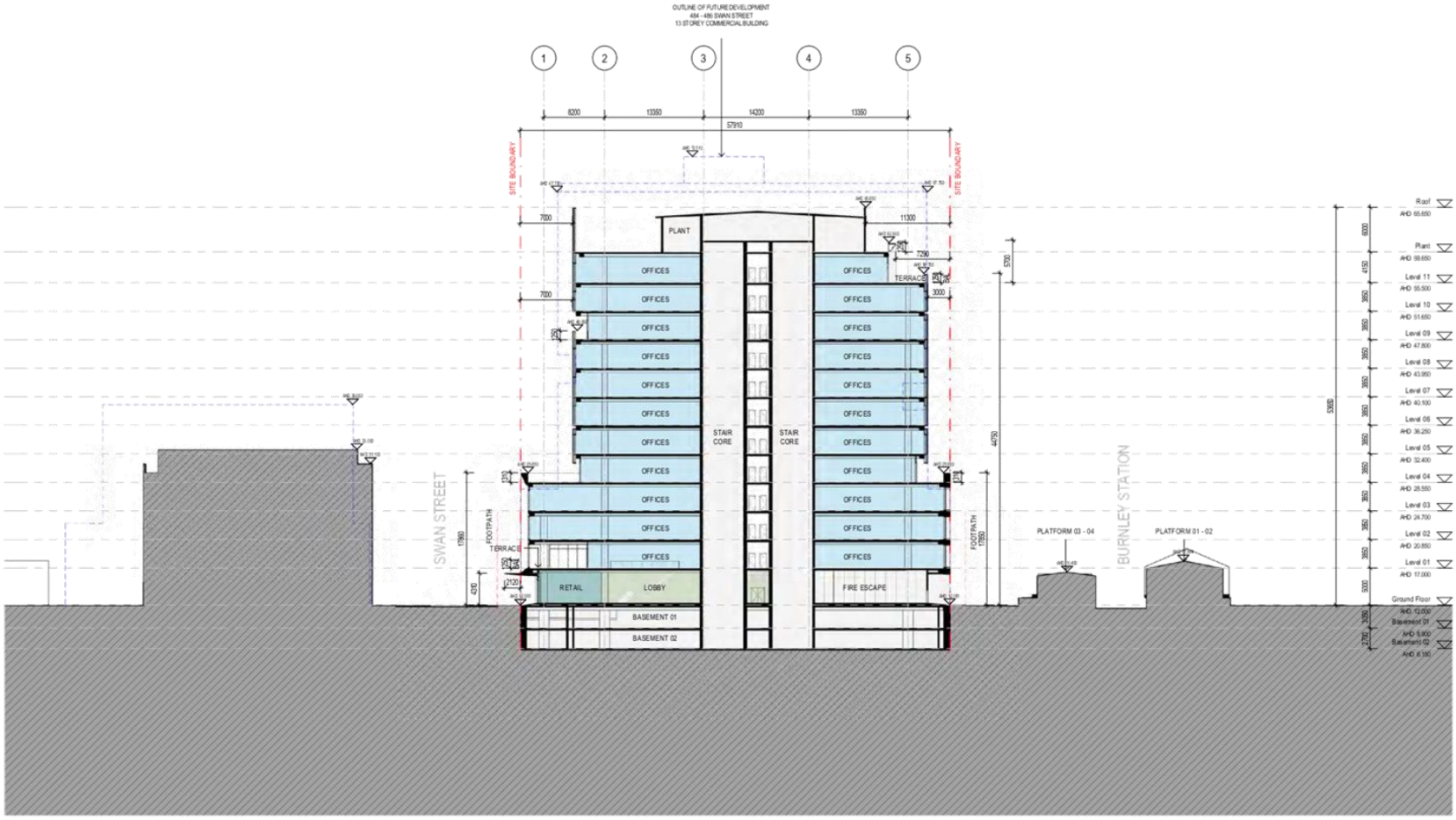
drawing: Section A-A

drawing no.: DA2010

issue: C

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drawn EMAR
scale 1 : 250@A1
project no. 190060

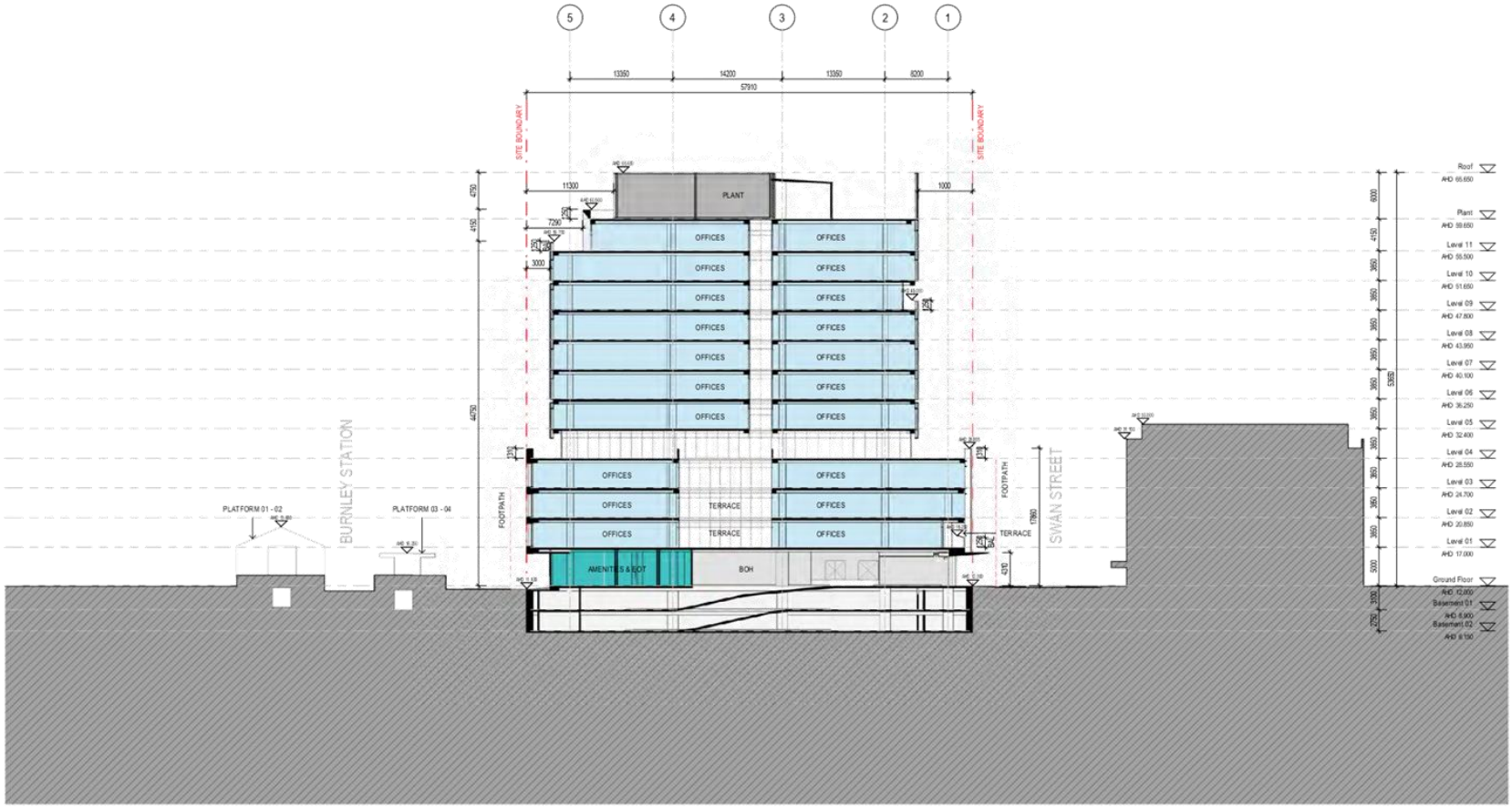
project
480 Swan Street

drawing
Section B-B

drawing no. DA2011
issue C

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checked	RA	scale	1 : 250@A1
drawn	EM/AR	project no.	190060

project: 480 Swan Street

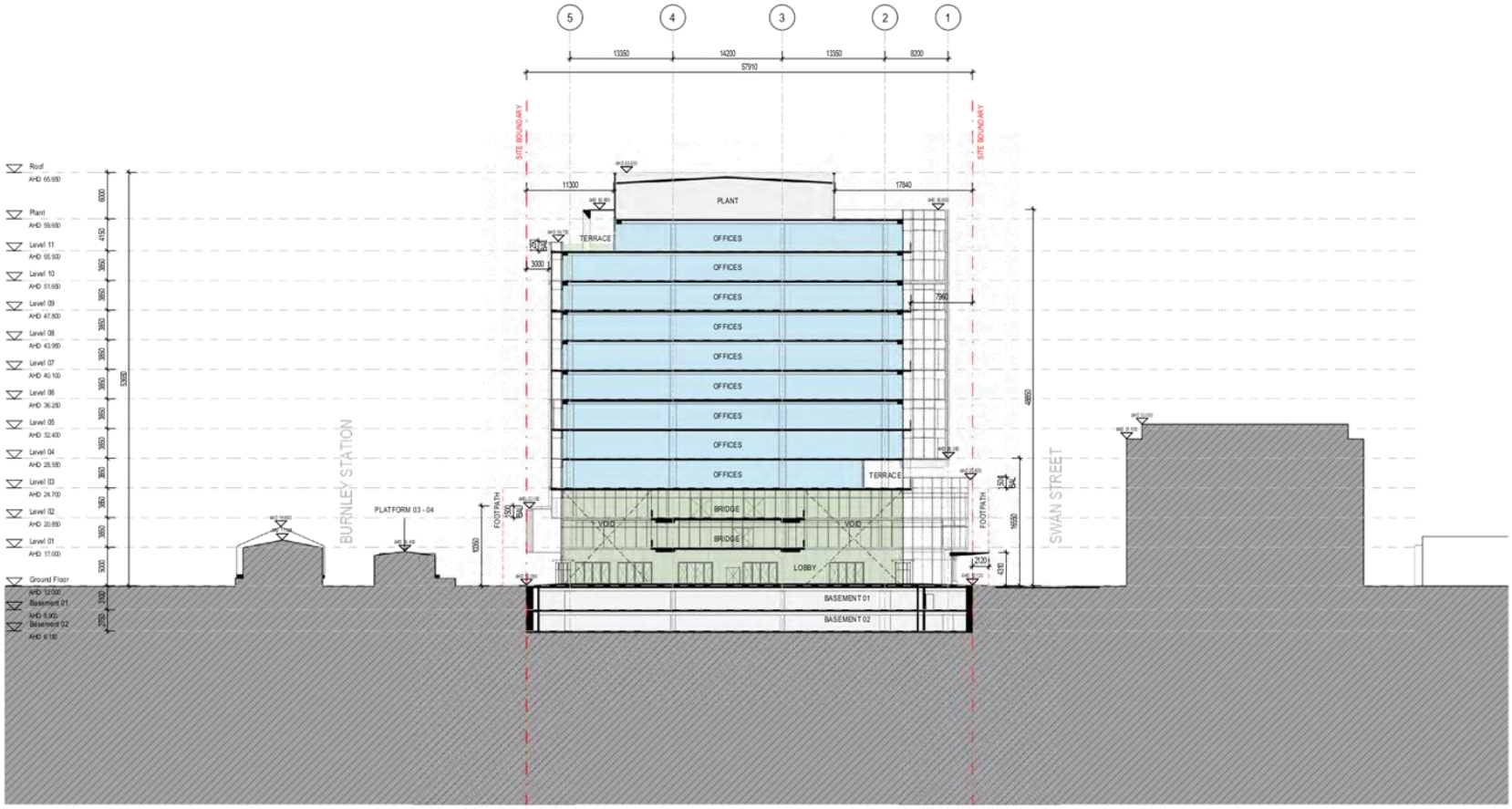
drawing: Section C-C

drawing no.: DA2012

issue: C

16/04/20 8:11:16 AM

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Nominated Architect
Ray Brown, NSWARB 6359

Do not scale drawings. Verify all dimensions on site

issue	amendment	date
A	Issue for Town Planning Submission	18/12/2019
B	RFI Issue for Town Planning Submission	19/02/2020
C	RFI #2 Issue for Town Planning Submission	16/04/2020

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drawn	EMAR	project no.	190060

project: 480 Swan Street

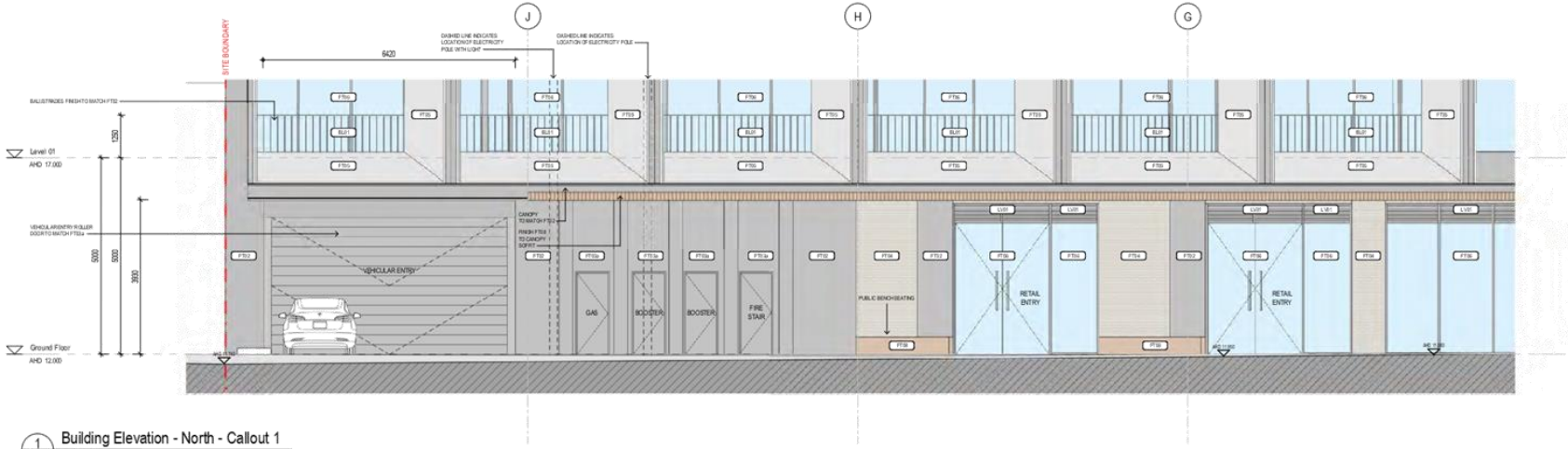
drawing: Section D-D

drawing no.: DA2013

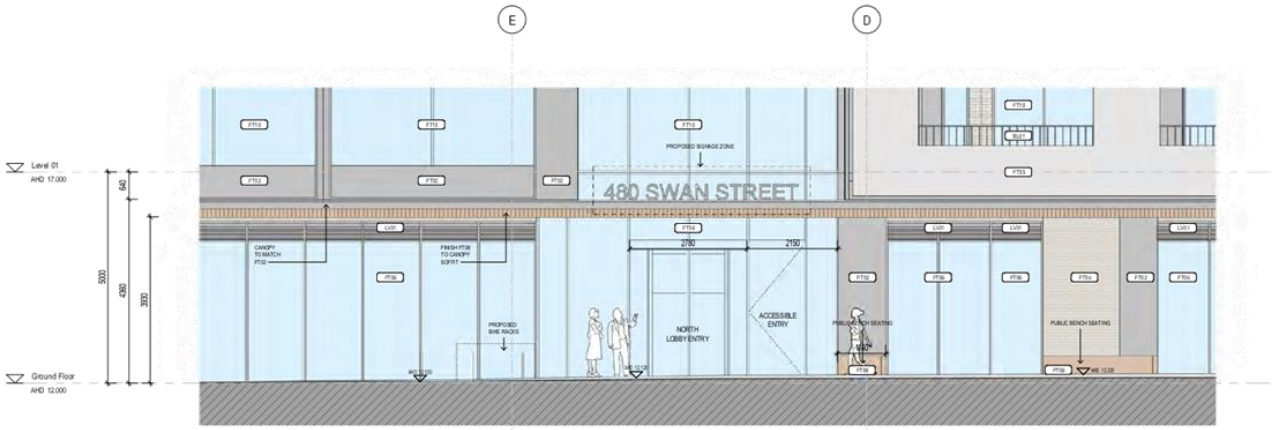
issue: C

16/04/20 8:11:22 AM

Attachment 10 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 3



1 DA2003 Building Elevation - North - Callout 1
SCALE: 1 : 50



2 DA2003 Building Elevation - North - Callout 2
SCALE: 1 : 50

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Nominated Architect
Ray Brown, NSW ARB 6359

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issue	amendment	date
A	RFI Issue for Town Planning Submission	19/02/2020
B	RFI 40 Issue for Town Planning Submission	16/04/2020

MATERIAL SCHEDULE

FT01a	Glazed curtain wall system Type 1 - Intergrated Express Mullion
FT01b	Glazed curtain wall system Type 2 - Articulated Facade System
FT02	Grey Powdercoated Coloured Aluminium
FT03a	Grey Powdercoated Coloured Aluminium Perforated Facade System
FT03b	Grey Powdercoated Coloured Aluminium Horizontal Louvre Screen Facade System
FT04	Grey/Brown Brick with natural finish
FT05	GRC or similar cladding panel system with a textured finish
FT06	Glazed Shop Front
FT07	Stainless Steel Wire Screen for Landscape
FT08	Aluminium Click on Batten or similar
FT09	Precast concrete wall
FT10	Glazed curtain wall
BL01	Metal Balustrade
LV01	Grey Powdercoated Coloured Aluminium Horizontal Louvres

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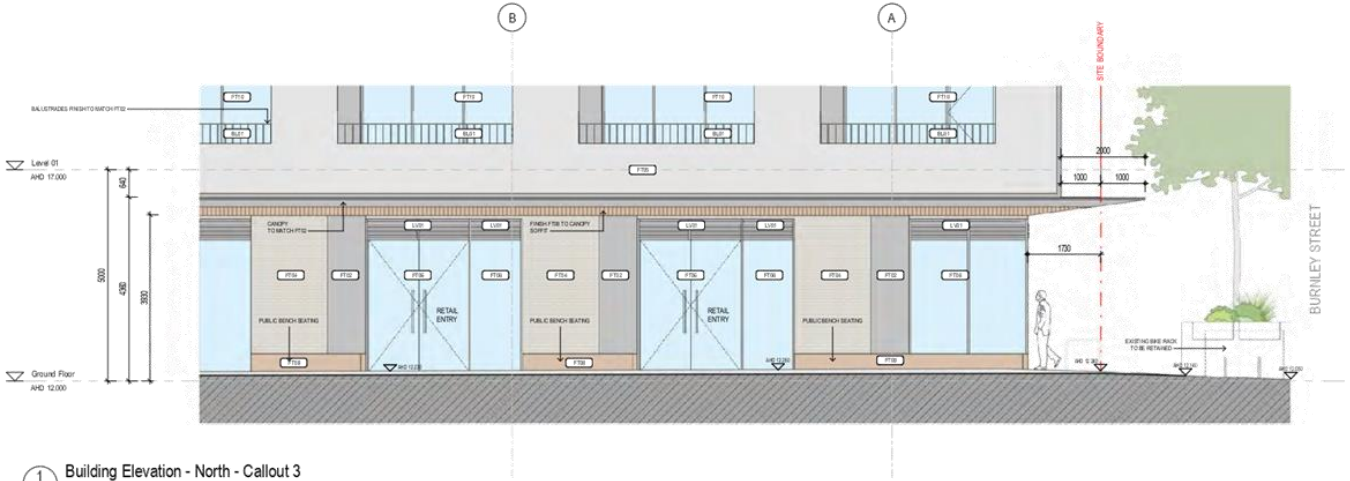
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Brisbane

checked Checker scale As indicated@A1
drawn EMAR project no. 190060

project: 480 Swan Street
drawing: Ground Elevation - North - Sheet 1
drawing no. DA2101
issue B

16/04/20 7:29:16 AM

Attachment 10 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 3



1 DA2003 Building Elevation - North - Callout 3
SCALE: 1 : 50

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Nominated Architect
Ray Brown, NSWARB 6359

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issue	amendment	date
A	RFI Issue for Town Planning Submission	19/02/2020
B	RFI #2 Issue for Town Planning Submission	16/04/2020

MATERIAL SCHEDULE

FT01a	Glazed curtain wall system Type 1 - Intergrated Express Mullion
FT01b	Glazed curtain wall system Type 2 - Articulated Facade System
FT02	Grey Powdercoated Coloured Aluminium
FT03a	Grey Powdercoated Coloured Aluminium Perforated Facade System
FT03b	Grey Powdercoated Coloured Aluminium Horizontal Louvre Screen Facade System
FT04	Grey/Brown Brick with natural finish
FT05	GRC or similar cladding panel system with a textured finish
FT06	Glazed Shop Front
FT07	Stainless Steel Wire Screen for Landscape
FT08	Aluminium Click on Batten or similar
FT09	Precast concrete wall
FT10	Glazed curtain wall
BL01	Metal Balustrade
LV01	Grey Powdercoated Coloured Aluminium Horizontal Louvres

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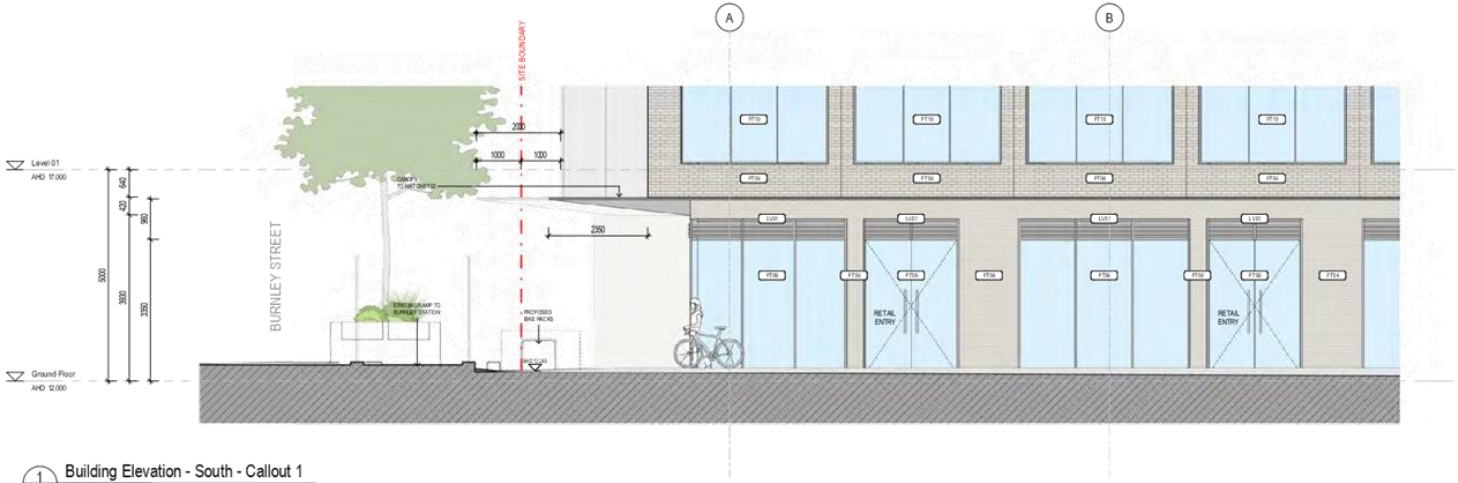
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drawn EMAR project no. 190060

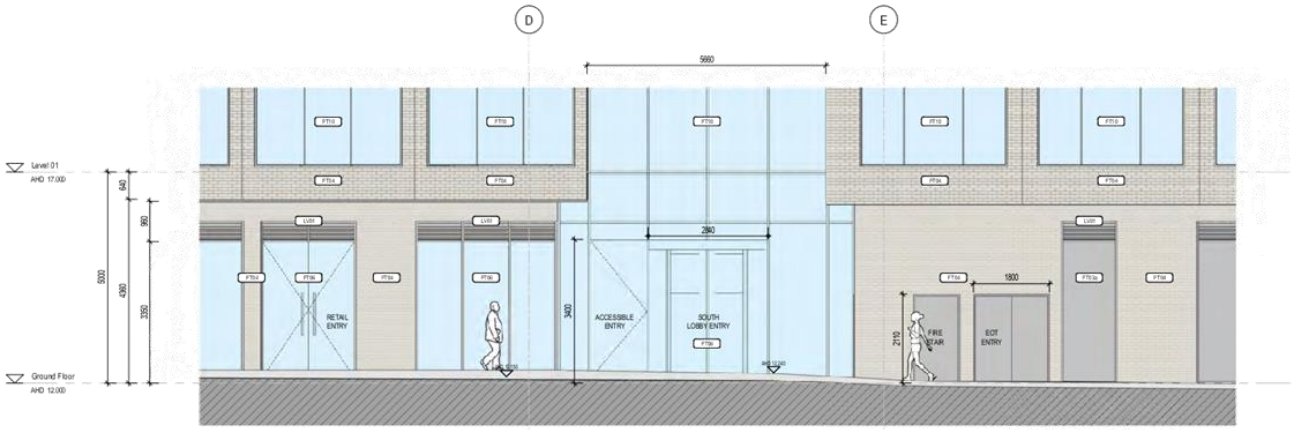
project: 480 Swan Street
drawing: Ground Elevation - North - Sheet 2
drawing no. DA2102
issue B

16/04/20 7:29:01 AM

Attachment 10 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 3



1 DA2004 Building Elevation - South - Callout 1
SCALE: 1 : 50



2 DA2004 Building Elevation - South - Callout 2
SCALE: 1 : 50

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Nominated Architect
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issue	amendment	date
A	RFI Issue for Town Planning Submission	19/02/2020
B	RFI #2 Issue for Town Planning Submission	16/04/2020

MATERIAL SCHEDULE

FT01a	Glazed curtain wall system Type 1 - Intergrated Express Mullion
FT01b	Glazed curtain wall system Type 2 - Articulated Facade System
FT02	Grey Powdercoated Coloured Aluminium
FT03a	Grey Powdercoated Coloured Aluminium Perforated Facade System
FT03b	Grey Powdercoated Coloured Aluminium Horizontal Louvre Screen Facade System
FT04	Grey/Brown Brick with natural finish
FT05	GRC or similar cladding panel system with a textured finish
FT06	Glazed Shop Front
FT07	Stainless Steel Wire Screen for Landscape
FT08	Aluminium Click on Batten or similar
FT09	Precast concrete wall
FT10	Glazed curtain wall
BL01	Metal Balustrade
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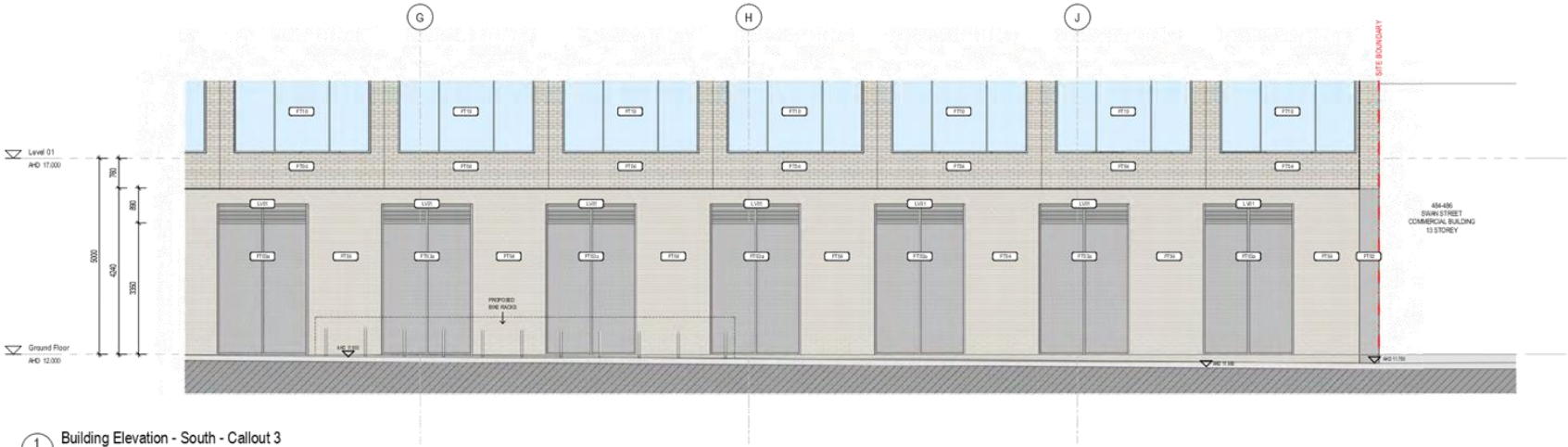
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checked Checker scale As indicated@A1
drawn EMAR project no. 190060

project: 480 Swan Street
drawing: Ground Elevation - South - Sheet 1
drawing no. DA2103
issue B

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Attachment 10 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 3



1 DA2004 Building Elevation - South - Callout 3
SCALE: 1:50

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issue	amendment	date
A	RFI Issue for Town Planning Submission	19/02/2020
B	RFI #2 Issue for Town Planning Submission	16/04/2020

MATERIAL SCHEDULE

FT01a	Glazed curtain wall system Type 1 - Intergated Express Mullion
FT01b	Glazed curtain wall system Type 2 - Articulated Facade System
FT02	Grey Powdercoated Coloured Aluminium
FT03a	Grey Powdercoated Coloured Aluminium Perforated Facade System
FT03b	Grey Powdercoated Coloured Aluminium Horizontal Louvre Screen Facade System
FT04	Grey/Brown Brick with natural finish
FT05	GRC or similar cladding panel system with a textured finish
FT06	Glazed Shop Front
FT07	Stainless Steel Wire Screen for Landscape
FT08	Aluminium Click on Batten or similar
FT09	Precast concrete wall
FT10	Glazed curtain wall
BL01	Metal Balustrade
LV01	Grey Powdercoated Coloured Aluminium Horizontal Louvres

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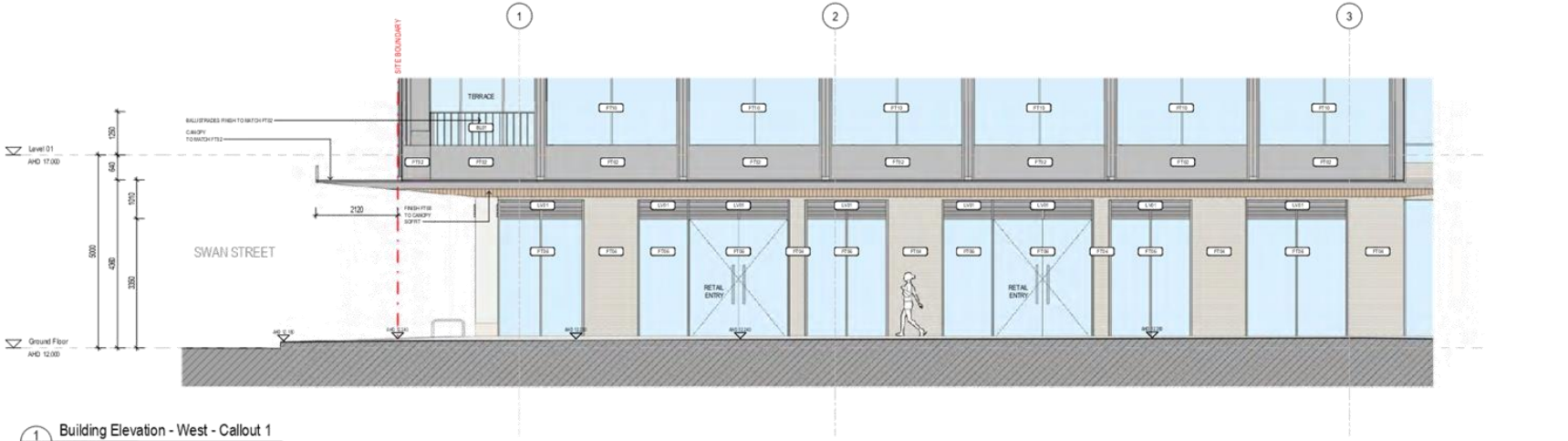
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drawn EMAR project no. 190060

project: 480 Swan Street
drawing: Ground Elevation - South - Sheet 2
drawing no. DA2104
issue B

16/04/20 7:29:34 AM

Attachment 10 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 3



1 DA2006 Building Elevation - West - Callout 1
SCALE: 1 : 50



2 DA2006 Building Elevation - West - Callout 2
SCALE: 1 : 50

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Nominated Architect
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issue	amendment	date
A	RFI Issue for Town Planning Submission	19/02/2020
B	RFI 40 Issue for Town Planning Submission	16/04/2020

MATERIAL SCHEDULE

FT01a	Glazed curtain wall system Type 1 - Intergrated Express Mullion
FT01b	Glazed curtain wall system Type 2 - Articulated Facade System
FT02	Grey Powdercoated Coloured Aluminium
FT03a	Grey Powdercoated Coloured Aluminium Perforated Facade System
FT03b	Grey Powdercoated Coloured Aluminium Horizontal Louvre Screen Facade System
FT04	Grey Brown Brick with natural finish
FT05	GRC or similar cladding panel system with a textured finish
FT06	Glazed Shop Front
FT07	Stainless Steel Wire Screen for Landscape
FT08	Aluminium Click on Batten or similar
FT09	Precast concrete wall
FT10	Glazed curtain wall
BL01	Metal Balustrade
LV01	Grey Powdercoated Coloured Aluminium Horizontal Louvres

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checked	Checker	scale	As indicated@A1
drawn	EMAR	project no.	190060

project: 480 Swan Street

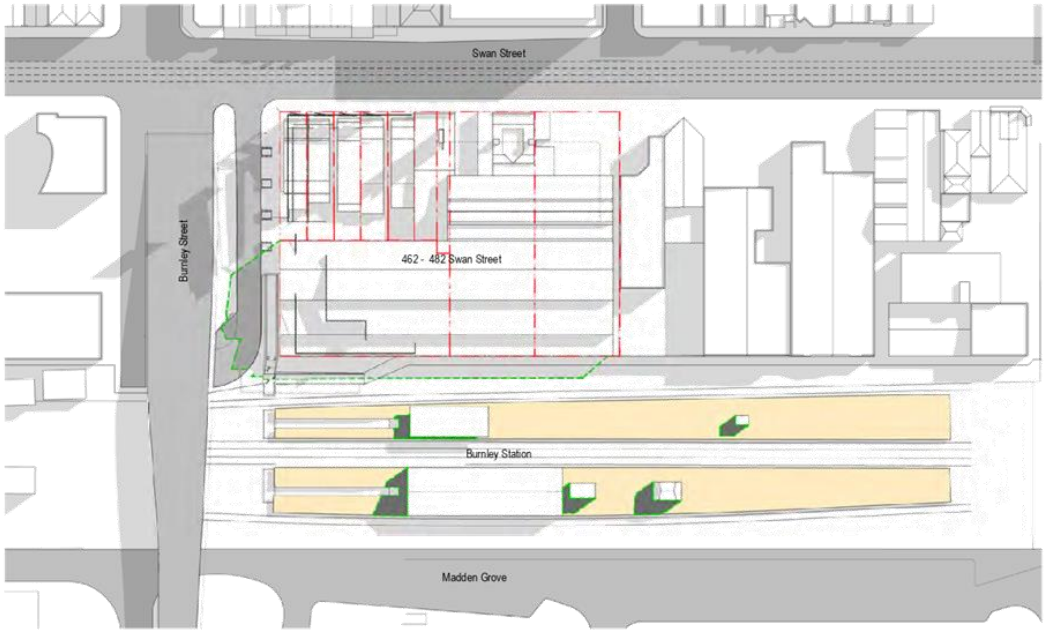
drawing: Ground Elevation - West - Sheet 1

drawing no.	issue
DA2105	B

16/04/20 7:29:46 AM

Attachment 10 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 3

Attachment 10 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 3



1 DA2001 Existing - 9am - 22 September

SCALE: 1 : 500

Platforms	Total Platform Area (m2) Excluding Ramp and Station Buildings	Existing Building Shadows (m2)	Existing Unshadowed Area (m2)
North	1,247	41	1,206
South	1,166	117	1,049
Both	2,413	158	2,255

NOTE:

Existing Building Shadows + Existing Unshadowed Area = Total Platform Area

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Nominated Architect
Ray Brown, NSWARB 6359

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issue	amendment	date
A	RFI 40 Issue for Town Planning Submission	16/04/2020

Shadow Diagram Legend

- Existing Conditions
- Proposed Scheme
- Approved PLN15/0057 Scheme
- Approved 484-486 Swan Street Scheme

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checked Checker scale 1 : 500@A1
drawn Author project no. 190060

project: 480 Swan Street

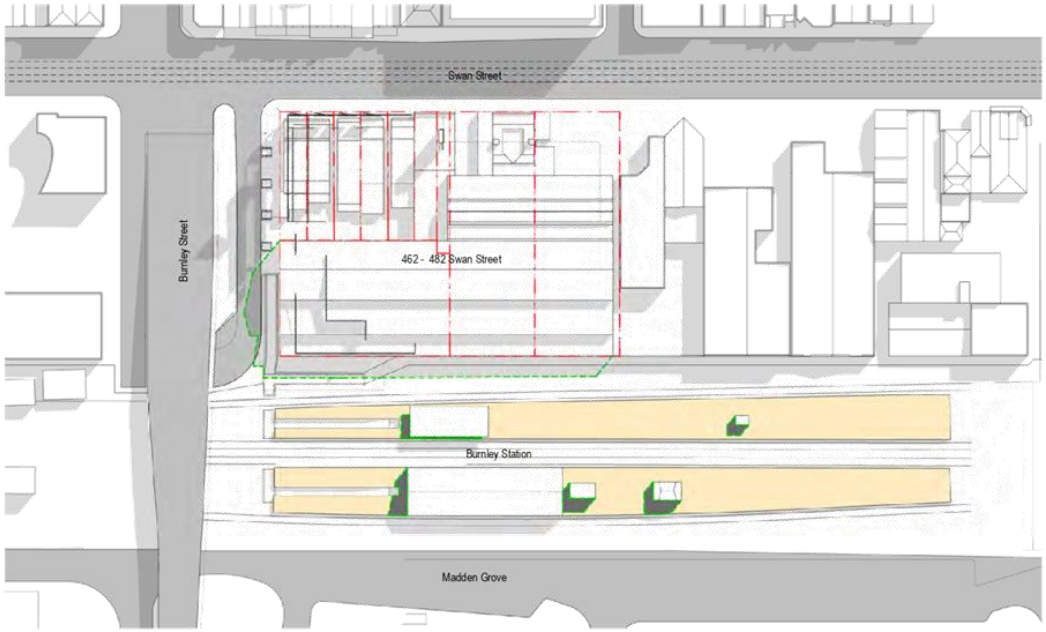
drawing: Shadow Studies - Existing

drawing no. DA0101

issue A

16/04/20 7:09:37 AM

Attachment 10 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 3



1 DA2001 Existing - 10am - 22 September

SCALE: 1:500

Platforms	Total Platform Area (m2) Excluding Ramp and Station Buildings	Existing Building Shadows (m2)	Existing Unshadowed Area (m2)
North	1,247	31	1,216
South	1,166	88	1,078
Both	2,413	119	2,294

NOTE:

Existing Building Shadows + Existing Unshadowed Area = Total Platform Area

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Nominated Architect
Ray Brown, NSWARB 6359

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issue	amendment	date
A	RFI #2 Issue for Town Planning Submission	16/04/2020

Shadow Diagram Legend

- Existing Conditions
- Proposed Scheme
- Approved PLN15/0057 Scheme
- Approved 484-486 Swan Street Scheme

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checked	Checker	scale	1 : 500@A1
drawn	Author	project no.	190060

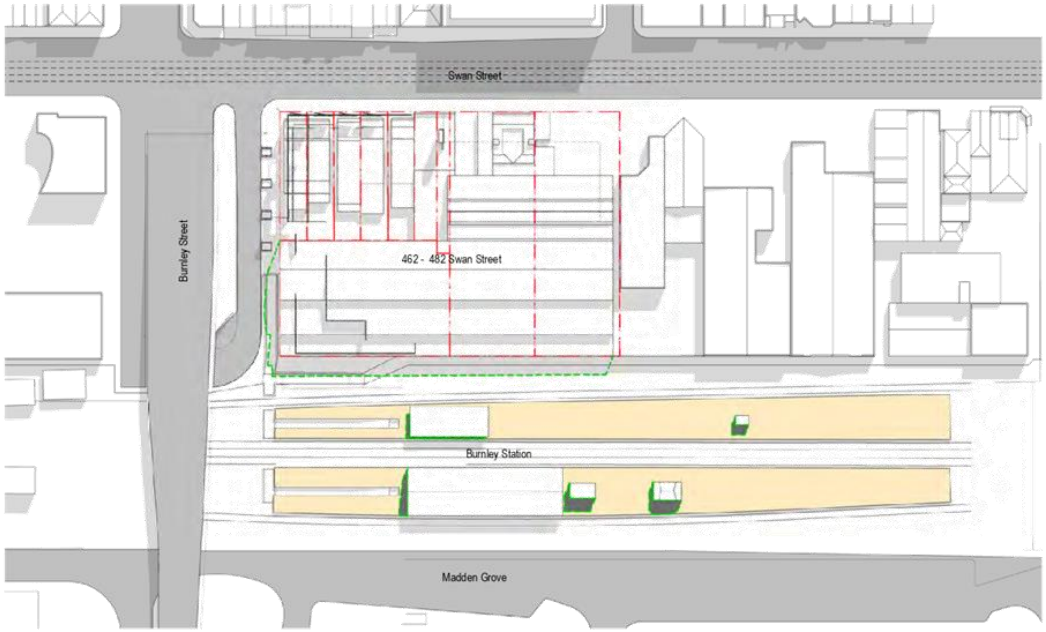
project: 480 Swan Street

drawing: Shadow Studies - Existing

drawing no.	issue
DA0102	A

16/04/20 7:09:43 AM

Attachment 10 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 3



1 DA2001 Existing - 11am - 22 September

SCALE: 1:500

Platforms	Total Platform Area (m2) Excluding Ramp and Station Buildings	Existing Building Shadows (m2)	Existing Unshadowed Area (m2)
North	1,247	22	1,225
South	1,166	64	1,102
Both	2,413	86	2,327

NOTE:

Existing Building Shadows + Existing Unshadowed Area = Total Platform Area

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Nominated Architect
Ray Brown, NSW ARB 6359

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issue	amendment	date
A	RFI #2 Issue for Town Planning Submission	16/04/2020

Shadow Diagram Legend

- Existing Conditions
- Proposed Scheme
- Approved PLN15/0057 Scheme
- Approved 484-486 Swan Street Scheme

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drawn Author project no. 190060

project: 480 Swan Street

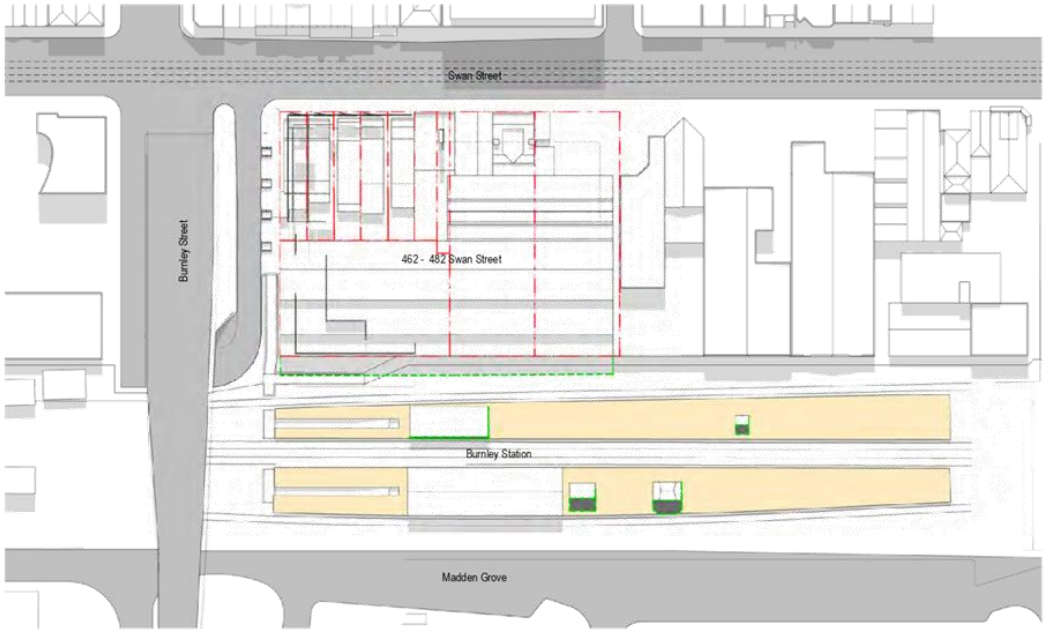
drawing: Shadow Studies - Existing

drawing no. DA0103

issue A

16/04/20 7:09:52 AM

Attachment 10 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 3



1 DA2001 Existing - 12pm - 22 September

SCALE: 1 : 500

Platforms	Total Platform Area (m2) Excluding Ramp and Station Buildings	Existing Building Shadows (m2)	Existing Unshadowed Area (m2)
North	1,247	15	1,231
South	1,166	39	1,127
Both	2,413	54	2,358

NOTE:

Existing Building Shadows + Existing Unshadowed Area = Total Platform Area

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Nominated Architect
Ray Brown, NSWARB 6359

Do not scale drawings. Verify all dimensions on site

issue	amendment	date
A	RFI #2 Issue for Town Planning Submission	16/04/2020

Shadow Diagram Legend

- Existing Conditions
- Proposed Scheme
- Approved PLN15/0057 Scheme
- Approved 484-486 Swan Street Scheme

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drawn	Author	project no.	190060

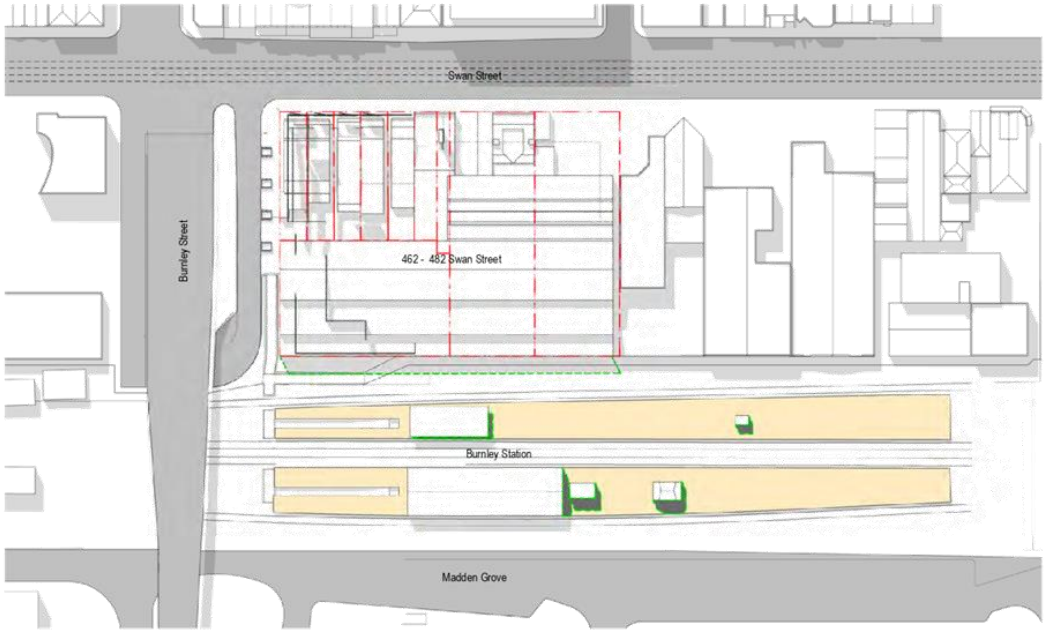
project: 480 Swan Street

drawing: Shadow Studies - Existing

drawing no.	issue
DA0104	A

16/04/20 7:10:00 AM

Attachment 10 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 3



1 DA2001 Existing - 1pm - 22 September

SCALE: 1:500

Platforms	Total Platform Area (m2) Excluding Ramp and Station Buildings	Existing Building Shadows (m2)	Existing Unshadowed Area (m2)
North	1,247	22	1,224
South	1,166	63	1,103
Both	2,413	86	2,327

NOTE:

Existing Building Shadows + Existing Unshadowed Area = Total Platform Area

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Nominated Architect
Ray Brown, NSWARB 6359

Do not scale drawings. Verify all dimensions on site

issue	amendment	date
A	RFI #2 Issue for Town Planning Submission	16/04/2020

Shadow Diagram Legend

- Existing Conditions
- Proposed Scheme
- Approved PLN15/0057 Scheme
- Approved 484-486 Swan Street Scheme

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checked Checker scale 1:500@A1
drawn Author project no. 190060

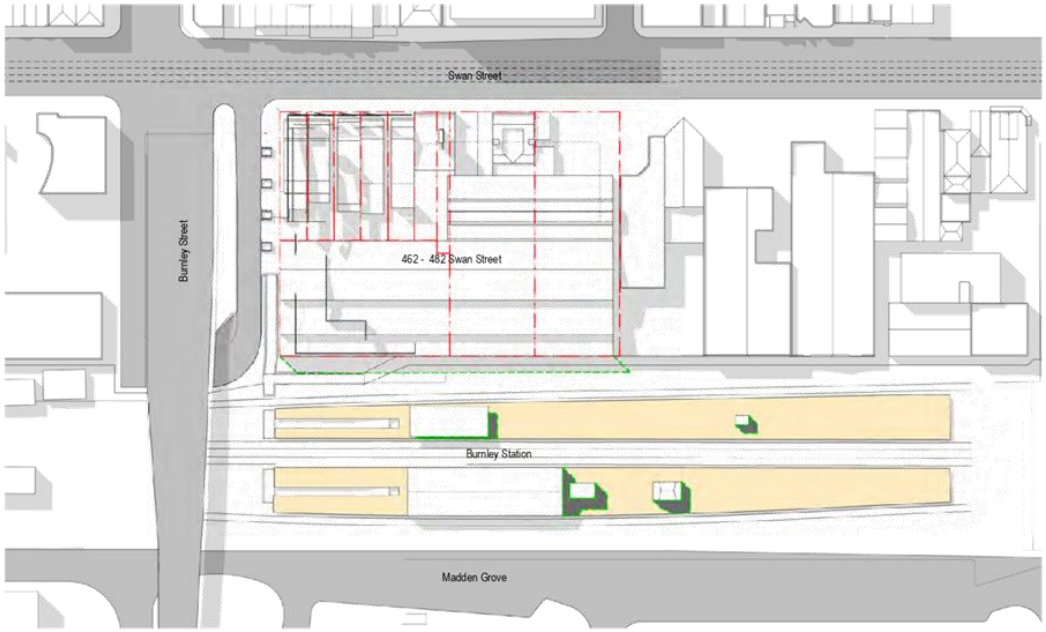
project: 480 Swan Street

drawing: Shadow Studies - Existing

drawing no. DA0105 issue A

16/04/20 7:10:08 AM

Attachment 10 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 3



1 DA2001 Existing - 2pm - 22 September

SCALE: 1 : 500

Platforms	Total Platform Area (m2) Excluding Ramp and Station Buildings	Existing Building Shadows (m2)	Existing Unshadowed Area (m2)
North	1,247	30	1,216
South	1,166	81	1,085
Both	2,413	111	2,302

NOTE:

Existing Building Shadows + Existing Unshadowed Area = Total Platform Area

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Nominated Architect
Ray Brown, NSWARB 6359

Do not scale drawings. Verify all dimensions on site

issue	amendment	date
A	RFI 40 Issue for Town Planning Submission	16/04/2020

Shadow Diagram Legend

- Existing Conditions
- Proposed Scheme
- Approved PLN15/0057 Scheme
- Approved 484-486 Swan Street Scheme

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checked Checker scale 1 : 500@A1

drawn Author project no. 190060

project: 480 Swan Street

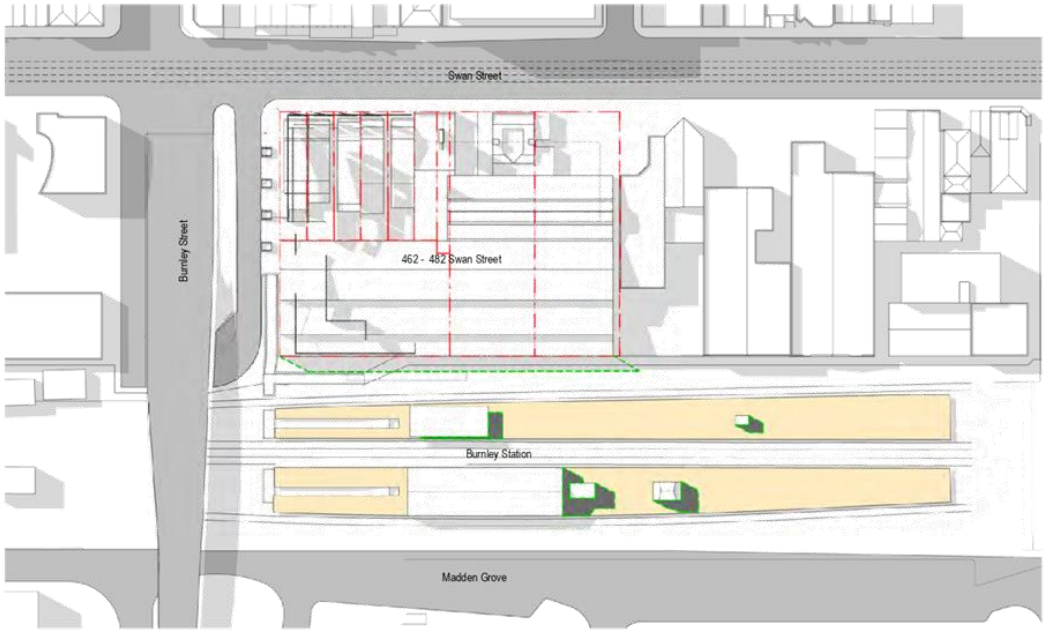
drawing: Shadow Studies - Existing

drawing no. DA0106

issue A

16/04/20 7:10:16 AM

Attachment 10 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 3



1 DA2001 Existing - 3pm - 22 September

SCALE 1 : 500

Platforms	Total Platform Area (m2) Excluding Ramp and Station Buildings	Existing Building Shadows (m2)	Existing Unshadowed Area (m2)
North	1,247	41	1,205
South	1,166	105	1,061
Both	2,413	146	2,267

NOTE:

Existing Building Shadows + Existing Unshadowed Area = Total Platform Area

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Nominated Architect
Ray Brown, NSWARB 6359

Do not scale drawings. Verify all dimensions on site

issue	amendment	date
A	RFI #2 Issue for Town Planning Submission	16/04/2020

Shadow Diagram Legend

- Existing Conditions
- Proposed Scheme
- Approved PLN15/0057 Scheme
- Approved 484-486 Swan Street Scheme

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drawn Author project no. 190060

project: 480 Swan Street

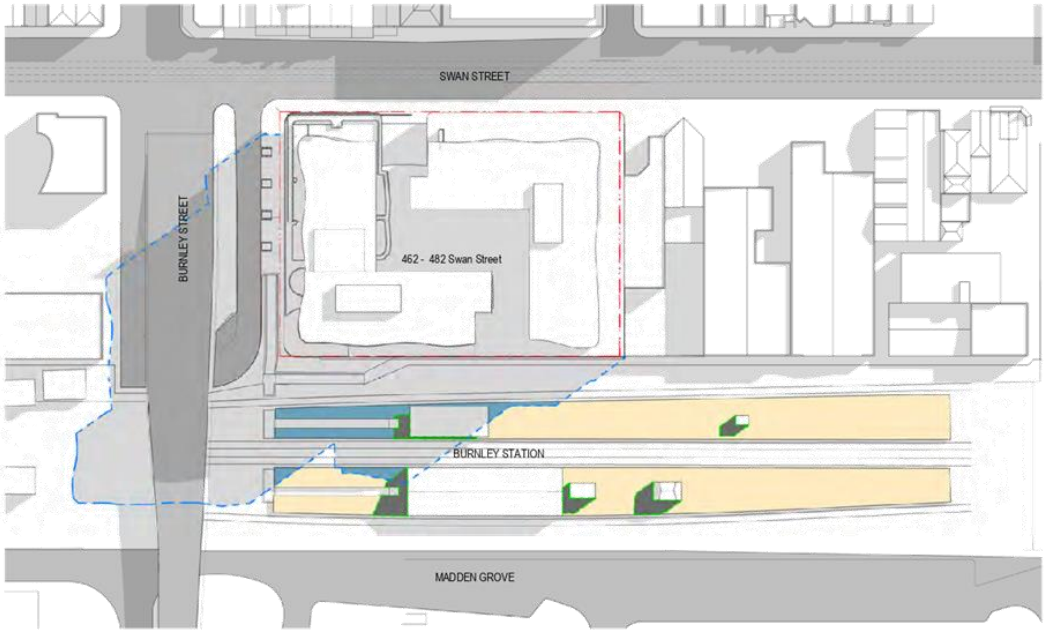
drawing: Shadow Studies - Existing

drawing no. DA0107

issue A

16/04/20 7:10:24 AM

Attachment 10 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 3



1 DA2001 SCALE: 1:500

Approved - 9am - 22 September

Platforms	Total Platform Area (m2) Excluding Ramp and Station Buildings	Existing Building Shadows (m2)	Existing Unshadowed Area (m2)	Approved Additional Shadows (m2)	Approved Unshadowed Area (m2)
North	1,247	41	1,206	196	1,010
South	1,166	117	1,049	42	1,007
Both	2,413	158	2,255	238	2,017

NOTE:

Existing Building Shadows + Existing Unshadowed Area = Total Platform Area
Existing Building Shadows + Approved Additional Shadows + Approved Unshadowed Area = Total Platform Area

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Nominated Architect
Ray Brown, NSWARB 6359

Do not scale drawings. Verify all dimensions on site

issue	amendment	date
A	RFI Issue for Town Planning Submission	19/02/2020
B	RFI #2 Issue for Town Planning Submission	16/04/2020

Shadow Diagram Legend

- Existing Conditions
- Proposed Scheme
- Approved PLN15/0057 Scheme
- Approved 484-486 Swan Street Scheme

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drawn MB project no. 190060

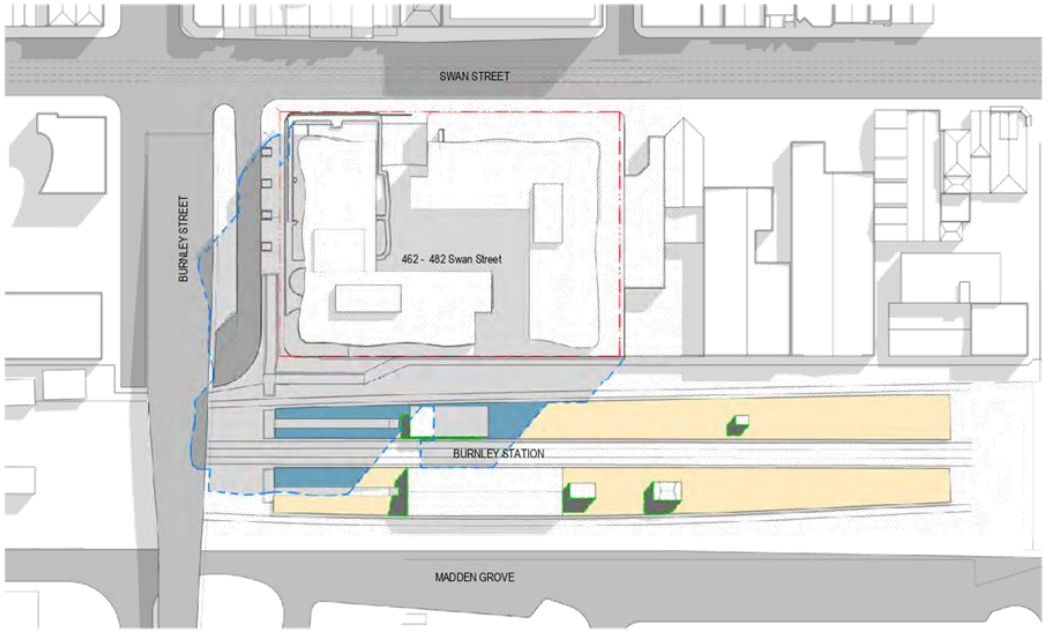
project: 480 Swan Street

drawing: Shadow Studies - Approved

drawing no. DA0108 issue B

16/04/20 7:10:33 AM

Attachment 10 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 3



1 DA2001 SCALE: 1 : 500

Approved - 10am - 22 September

Platforms	Total Platform Area (m2) Excluding Ramp and Station Buildings	Existing Building Shadows (m2)	Existing Unshadowed Area (m2)	Approved Additional Shadows (m2)	Approved Unshadowed Area (m2)
North	1,247	31	1,216	270	946
South	1,166	88	1,078	97	981
Both	2,413	119	2,294	367	1,927

NOTE:

Existing Building Shadows + Existing Unshadowed Area = Total Platform Area
Existing Building Shadows + Approved Additional Shadows + Approved Unshadowed Area = Total Platform Area

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Nominated Architect
Ray Brown, NSWARB 6359

Do not scale drawings. Verify all dimensions on site

issue	amendment	date
A	RFI Issue for Town Planning Submission	19/02/2020
B	RFI #2 Issue for Town Planning Submission	16/04/2020

Shadow Diagram Legend

- Existing Conditions
- Proposed Scheme
- Approved PLN15/0057 Scheme
- Approved 484-486 Swan Street Scheme

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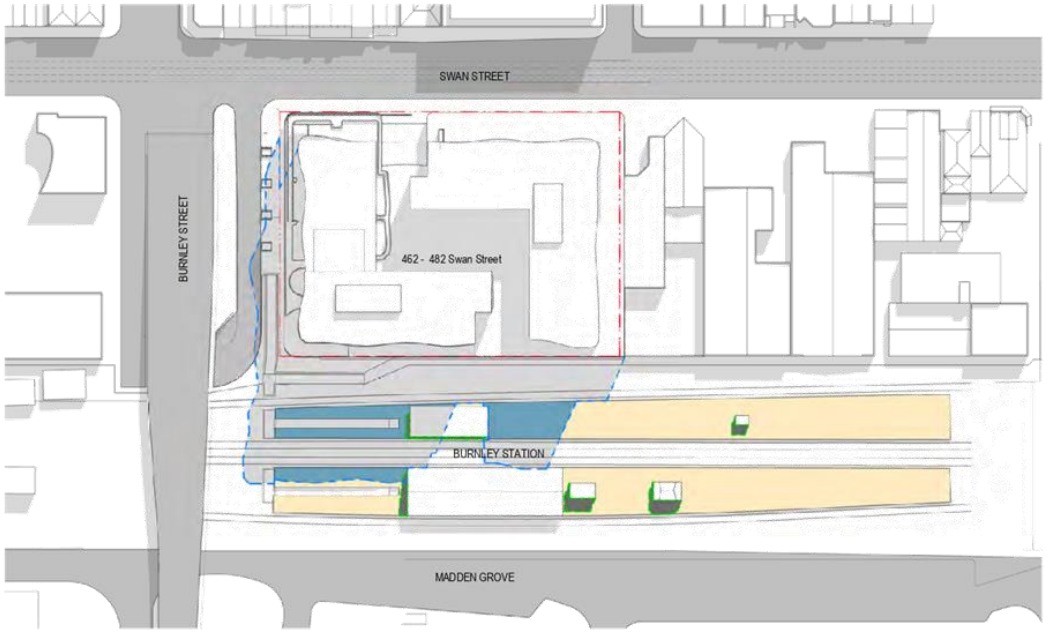
project: 480 Swan Street

drawing: Shadow Studies - Approved

drawing no. DA0109 issue B

16/04/20 7:10:42 AM

Attachment 10 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 3



1 DA2001 SCALE: 1:500

Approved - 11am - 22 September

Platforms	Total Platform Area (m2) Excluding Ramp and Station Buildings	Existing Building Shadows (m2)	Existing Unshadowed Area (m2)	Approved Additional Shadows (m2)	Approved Unshadowed Area (m2)
North	1,247	22	1,225	343	881
South	1,166	64	1,102	101	1,001
Both	2,413	86	2,327	444	1,882

NOTE:

Existing Building Shadows + Existing Unshadowed Area = Total Platform Area
Existing Building Shadows + Approved Additional Shadows + Approved Unshadowed Area = Total Platform Area

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Nominated Architect
Ray Brown, NSWARB 6359

Do not scale drawings. Verify all dimensions on site

issue	amendment	date
A	RFI Issue for Town Planning Submission	19/02/2020
B	RFI #2 Issue for Town Planning Submission	16/04/2020

Shadow Diagram Legend

- Existing Conditions
- Proposed Scheme
- Approved PLN15/0057 Scheme
- Approved 484-486 Swan Street Scheme

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drawn MB project no. 190060

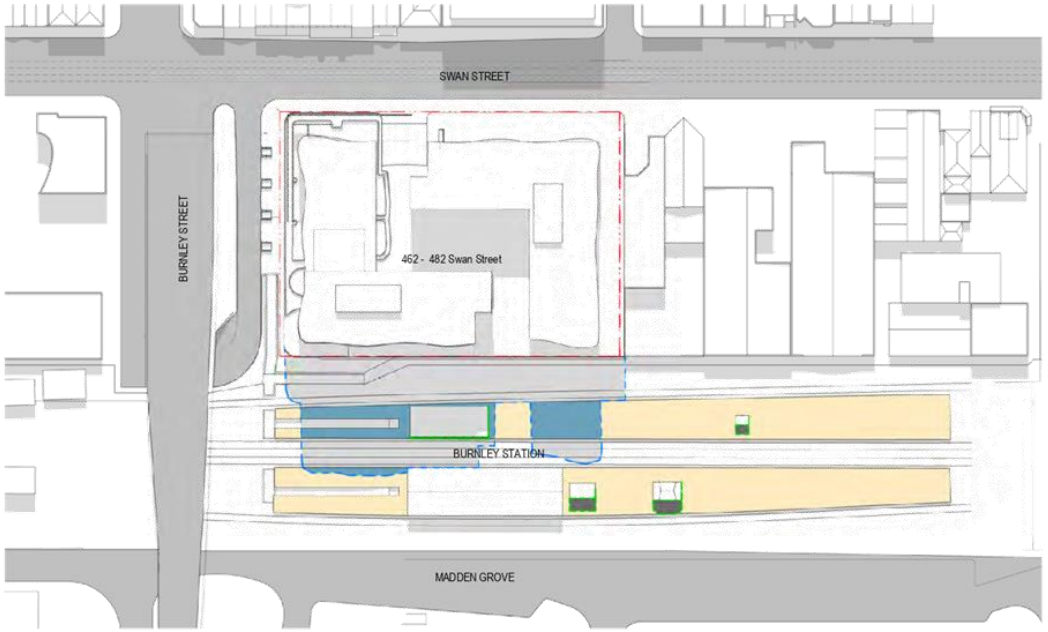
project: 480 Swan Street

drawing: Shadow Studies - Approved

drawing no. DA0110 issue B

16/04/20 7:10:52 AM

Attachment 10 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 3



1 DA2001 SCALE: 1:500

Approved - 12pm - 22 September

Platforms	Total Platform Area (m2) Excluding Ramp and Station Buildings	Existing Building Shadows (m2)	Existing Unshadowed Area (m2)	Approved Additional Shadows (m2)	Approved Unshadowed Area (m2)
North	1,247	15	1,231	319	912
South	1,166	39	1,127	38	1,089
Both	2,413	54	2,358	357	2,002

NOTE:

Existing Building Shadows + Existing Unshadowed Area = Total Platform Area
Existing Building Shadows + Approved Additional Shadows + Approved Unshadowed Area = Total Platform Area

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Nominated Architect
Ray Brown, NSWARB 6359

Do not scale drawings. Verify all dimensions on site

issue	amendment	date
A	RFI Issue for Town Planning Submission	19/02/2020
B	RFI #2 Issue for Town Planning Submission	16/04/2020

Shadow Diagram Legend

- Existing Conditions
- Proposed Scheme
- Approved PLN15/0057 Scheme
- Approved 484-486 Swan Street Scheme

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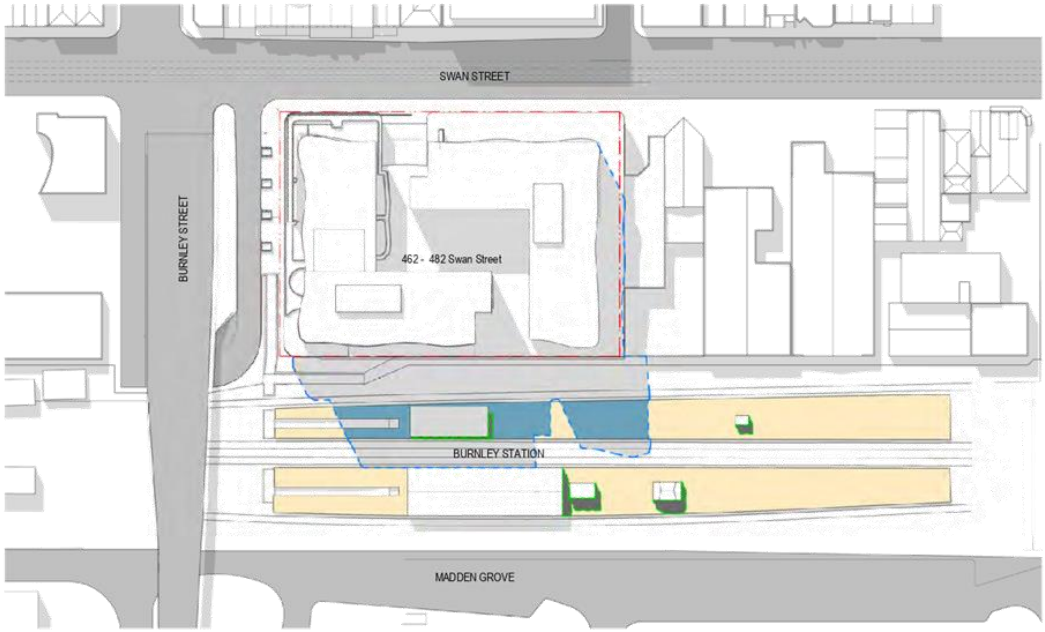
project: 480 Swan Street

drawing: Shadow Studies - Approved

drawing no. DA0111 issue B

16/04/20 7:11:01 AM

Attachment 10 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 3



1 DA2001 SCALE: 1:500

Approved - 1pm - 22 September

Platforms	Total Platform Area (m2) Excluding Ramp and Station Buildings	Existing Building Shadows (m2)	Existing Unshadowed Area (m2)	Approved Additional Shadows (m2)	Approved Unshadowed Area (m2)
North	1,247	22	1,224	402	823
South	1,166	63	1,103	0	1,103
Both	2,413	86	2,327	402	1,925

NOTE:

Existing Building Shadows + Existing Unshadowed Area = Total Platform Area
Existing Building Shadows + Approved Additional Shadows + Approved Unshadowed Area = Total Platform Area

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Nominated Architect
Ray Brown, NSWARB 6359

Do not scale drawings. Verify all dimensions on site

issue	amendment	date
A	RFI Issue for Town Planning Submission	19/02/2020
B	RFI 40 Issue for Town Planning Submission	16/04/2020

Shadow Diagram Legend

- Existing Conditions
- Proposed Scheme
- Approved PLN15/0057 Scheme
- Approved 484-486 Swan Street Scheme

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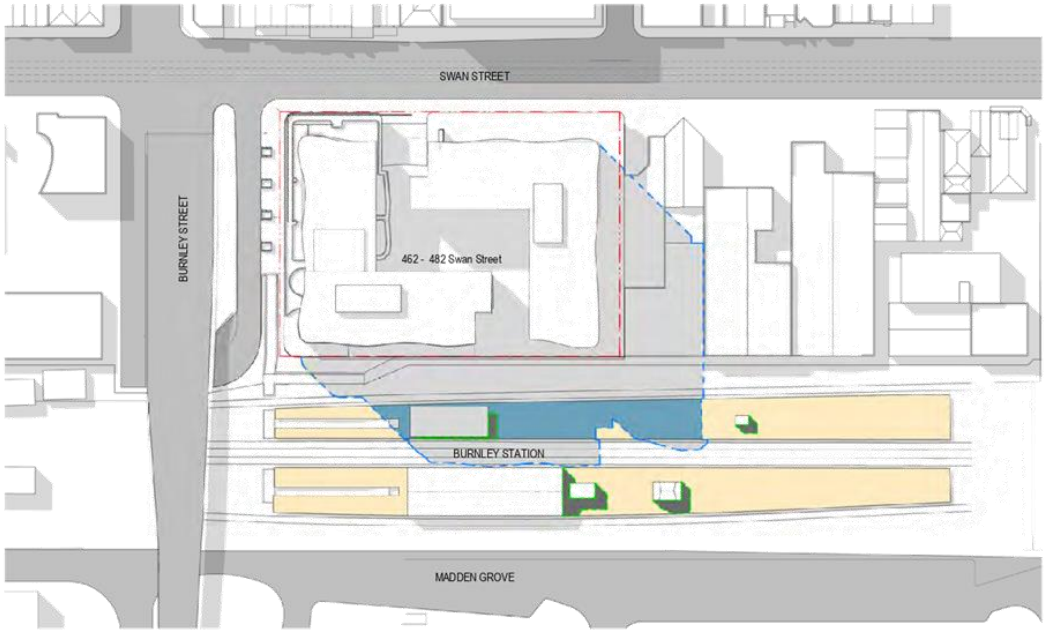
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drawn MB project no. 190060

project: 480 Swan Street
drawing: Shadow Studies - Approved
drawing no. DA0112
issue B

16/04/20 7:11:11 AM

Attachment 10 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 3



1 DA2001 Approved - 2pm - 22 September

SCALE: 1:500

Platforms	Total Platform Area (m2) Excluding Ramp and Station Buildings	Existing Building Shadows (m2)	Existing Unshadowed Area (m2)	Approved Additional Shadows (m2)	Approved Unshadowed Area (m2)
North	1,247	30	1,216	472	744
South	1,166	81	1,085	0	1,085
Both	2,413	111	2,302	472	1,830

NOTE:

Existing Building Shadows + Existing Unshadowed Area = Total Platform Area
Existing Building Shadows + Approved Additional Shadows + Approved Unshadowed Area = Total Platform Area

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Nominated Architect
Ray Brown, NSWARB 6359

Do not scale drawings. Verify all dimensions on site

issue	amendment	date
A	RFI Issue for Town Planning Submission	19/02/2020
B	RFI #2 Issue for Town Planning Submission	16/04/2020

Shadow Diagram Legend

- Existing Conditions
- Proposed Scheme
- Approved PLN15/0057 Scheme
- Approved 484-486 Swan Street Scheme

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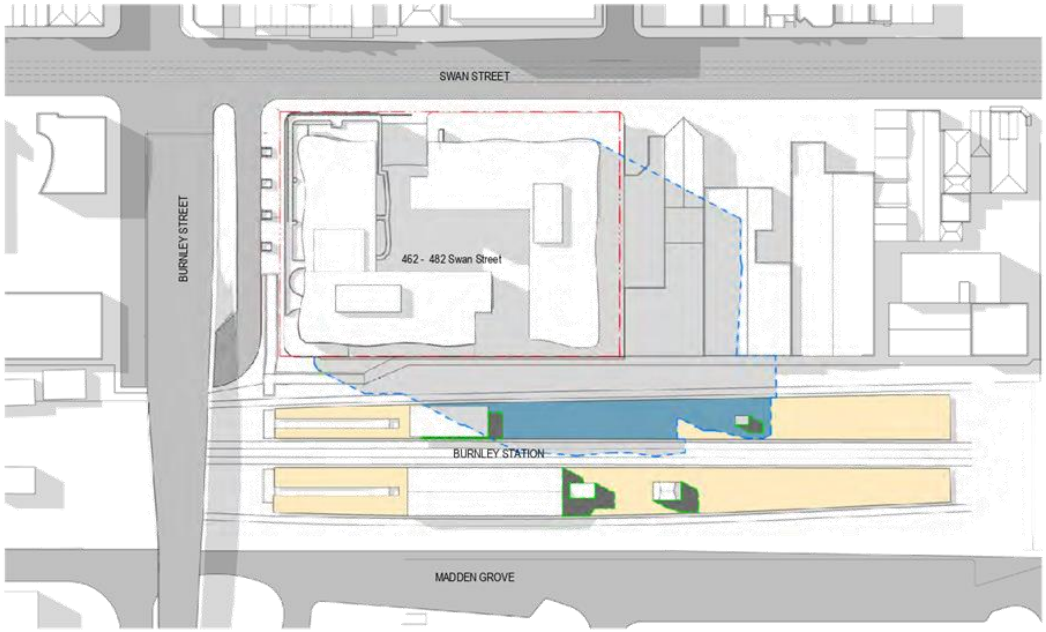
project: 480 Swan Street

drawing: Shadow Studies - Approved

drawing no. DA0113 issue B

16/04/20 7:11:20 AM

Attachment 10 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 3



1 DA2001 Approved - 3pm - 22 September

SCALE: 1:500

Platforms	Total Platform Area (m2) Excluding Ramp and Station Buildings	Existing Building Shadows (m2)	Existing Unshadowed Area (m2)	Approved Additional Shadows (m2)	Approved Unshadowed Area (m2)
North	1,247	41	1,205	548	658
South	1,166	105	1,061	0	1,061
Both	2,413	146	2,267	548	1,719

NOTE:

Existing Building Shadows + Existing Unshadowed Area = Total Platform Area
Existing Building Shadows + Approved Additional Shadows + Approved Unshadowed Area = Total Platform Area

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Nominated Architect
Ray Brown, NSWARB 6359

Do not scale drawings. Verify all dimensions on site

issue	amendment	date
A	RFI Issue for Town Planning Submission	19/02/2020
B	RFI 40 Issue for Town Planning Submission	16/04/2020

Shadow Diagram Legend

- Existing Conditions
- Proposed Scheme
- Approved PLN15/0057 Scheme
- Approved 484-486 Swan Street Scheme

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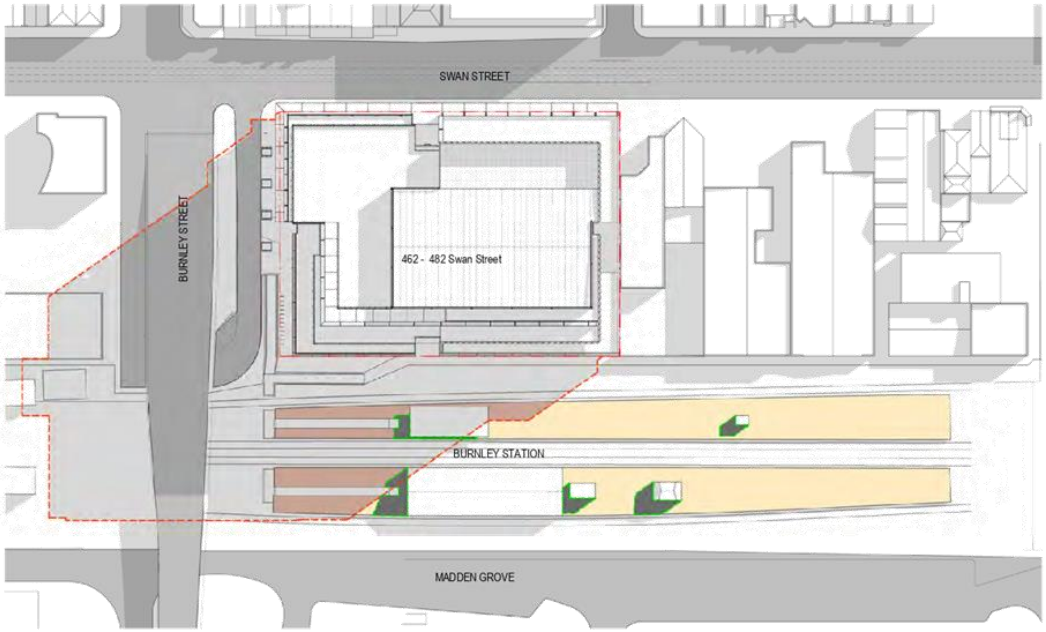
project: 480 Swan Street

drawing: Shadow Studies - Approved

drawing no. DA0114 issue B

16/04/20 7:11:30 AM

Attachment 10 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 3



1 DA2001 Existing and Proposed - 9am - 22 September

SCALE: 1:500

Platforms	Total Platform Area (m2) Excluding Ramp and Station Buildings	Existing Building Shadows (m2)	Existing Unshadowed Area (m2)	Proposed Additional Shadows (m2)	Proposed Unshadowed Area (m2)
North	1,247	41	1,206	226	980
South	1,166	117	1,049	231	818
Both	2,413	158	2,255	457	1,798

NOTE:

Existing Building Shadows + Existing Unshadowed Area = Total Platform Area
Existing Building Shadows + Approved Additional Shadows + Approved Unshadowed Area = Total Platform Area
Existing Building Shadows + Proposed Additional Shadows + Proposed Unshadowed Area = Total Platform Area

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Nominated Architect
Ray Brown, NSWARB 6359

Do not scale drawings. Verify all dimensions on site

issue	amendment	date
A	RFI Issue for Town Planning Submission	19/02/2020
B	RFI #2 Issue for Town Planning Submission	16/04/2020

Shadow Diagram Legend

- Existing Conditions
- Proposed Scheme
- Approved PLN15/0057 Scheme
- Approved 484-486 Swan Street Scheme

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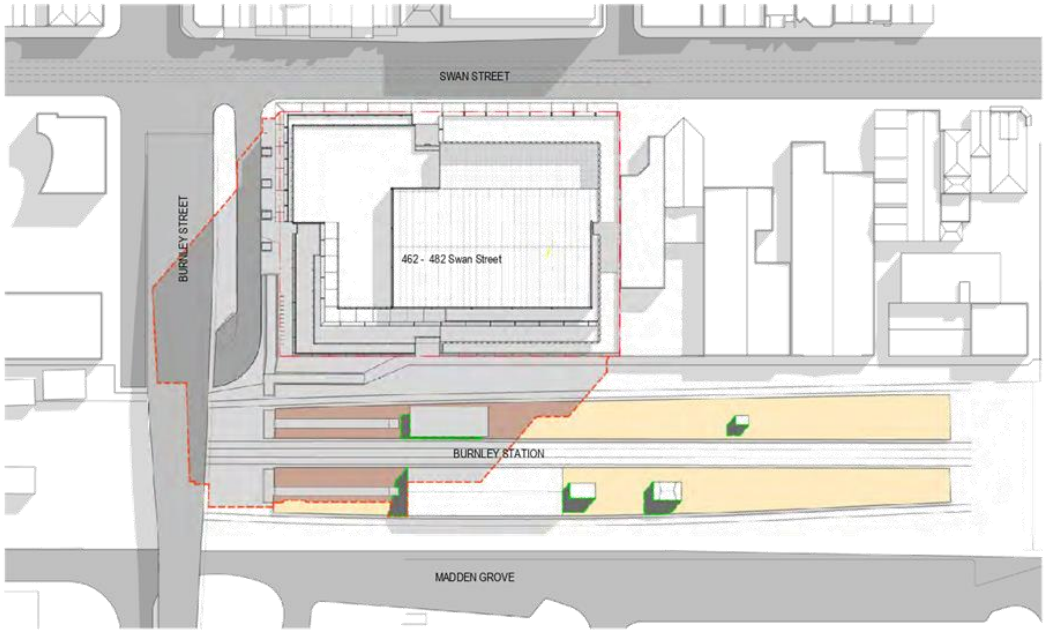
project: 480 Swan Street

drawing: Shadow Studies - Existing and Proposed

drawing no. DA0115 issue B

17/04/20 12:02:52 PM

Attachment 10 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 3



1 DA2001 Proposed and Approved - 10am - 22 September

SCALE: 1:500

Platforms	Total Platform Area (m2) Excluding Ramp and Station Buildings	Existing Building Shadows (m2)	Existing Unshadowed Area (m2)	Proposed Additional Shadows (m2)	Proposed Unshadowed Area (m2)
North	1,247	31	1,216	298	918
South	1,166	88	1,078	180	898
Both	2,413	119	2,294	478	1,816

NOTE:

Existing Building Shadows + Existing Unshadowed Area = Total Platform Area
Existing Building Shadows + Approved Additional Shadows + Approved Unshadowed Area = Total Platform Area
Existing Building Shadows + Proposed Additional Shadows + Proposed Unshadowed Area = Total Platform Area

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Nominated Architect
Ray Brown, NSWARB 6359

Do not scale drawings. Verify all dimensions on site

issue	amendment	date
A	RFI Issue for Town Planning Submission	19/02/2020
B	RFI #2 Issue for Town Planning Submission	16/04/2020

Shadow Diagram Legend

- Existing Conditions
- Proposed Scheme
- Approved PLN15/0057 Scheme
- Approved 484-486 Swan Street Scheme

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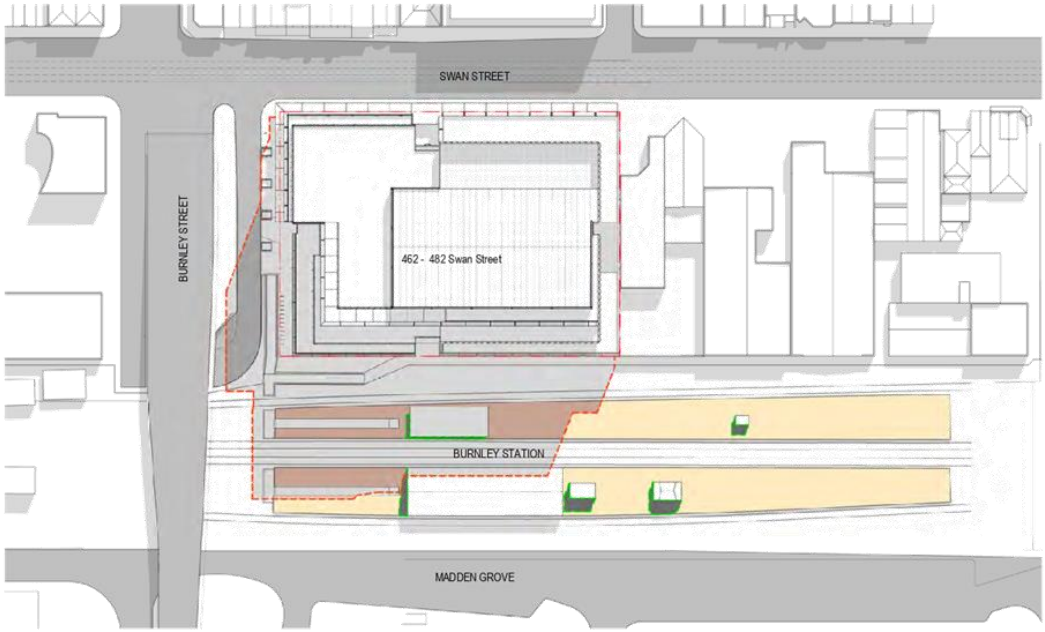
project: 480 Swan Street

drawing: Shadow Studies - Existing and Proposed

drawing no. DA0116 issue B

17/04/20 12:03:11 PM

Attachment 10 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 3



1 DA2001 Proposed and Approved - 11am - 22 September

SCALE: 1:500

Platforms	Total Platform Area (m2) Excluding Ramp and Station Buildings	Existing Building Shadows (m2)	Existing Unshadowed Area (m2)	Proposed Additional Shadows (m2)	Proposed Unshadowed Area (m2)
North	1,247	22	1,225	369	855
South	1,166	64	1,102	160	942
Both	2,413	86	2,327	530	1,797

NOTE:

Existing Building Shadows + Existing Unshadowed Area = Total Platform Area
Existing Building Shadows + Approved Additional Shadows + Approved Unshadowed Area = Total Platform Area
Existing Building Shadows + Proposed Additional Shadows + Proposed Unshadowed Area = Total Platform Area

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Nominated Architect
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Do not scale drawings. Verify all dimensions on site

issue	amendment	date
A	RFI Issue for Town Planning Submission	19/02/2020
B	RFI #2 Issue for Town Planning Submission	16/04/2020

Shadow Diagram Legend

- Existing Conditions
- Proposed Scheme
- Approved PLN15/0057 Scheme
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drawn MB project no. 190060

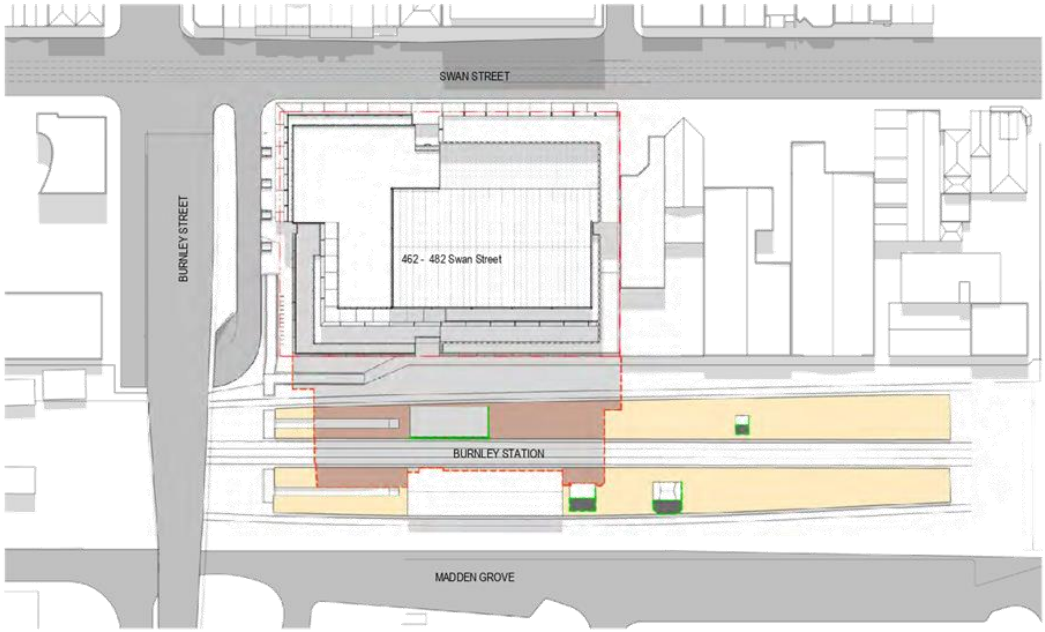
project: 480 Swan Street

drawing: Shadow Studies - Existing and Proposed

drawing no. DA0117 issue B

17/04/20 12:03:29 PM

Attachment 10 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 3



1 DA2001 Proposed and Approved - 12pm - 22 September

SCALE: 1:500

Platforms	Total Platform Area (m2) Excluding Ramp and Station Buildings	Existing Building Shadows (m2)	Existing Unshadowed Area (m2)	Proposed Additional Shadows (m2)	Proposed Unshadowed Area (m2)
North	1,247	15	1,231	394	837
South	1,166	39	1,127	139	988
Both	2,413	54	2,358	534	1,825

NOTE:

Existing Building Shadows + Existing Unshadowed Area = Total Platform Area
Existing Building Shadows + Approved Additional Shadows + Approved Unshadowed Area = Total Platform Area
Existing Building Shadows + Proposed Additional Shadows + Proposed Unshadowed Area = Total Platform Area

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Nominated Architect
Ray Brown, NSWARB 6359

Do not scale drawings. Verify all dimensions on site

issue	amendment	date
A	RFI Issue for Town Planning Submission	19/02/2020
B	RFI #2 Issue for Town Planning Submission	16/04/2020

Shadow Diagram Legend

- Existing Conditions
- Proposed Scheme
- Approved PLN15/0057 Scheme
- Approved 484-486 Swan Street Scheme

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checked RA scale 1 : 500@A1
drawn MB project no. 190060

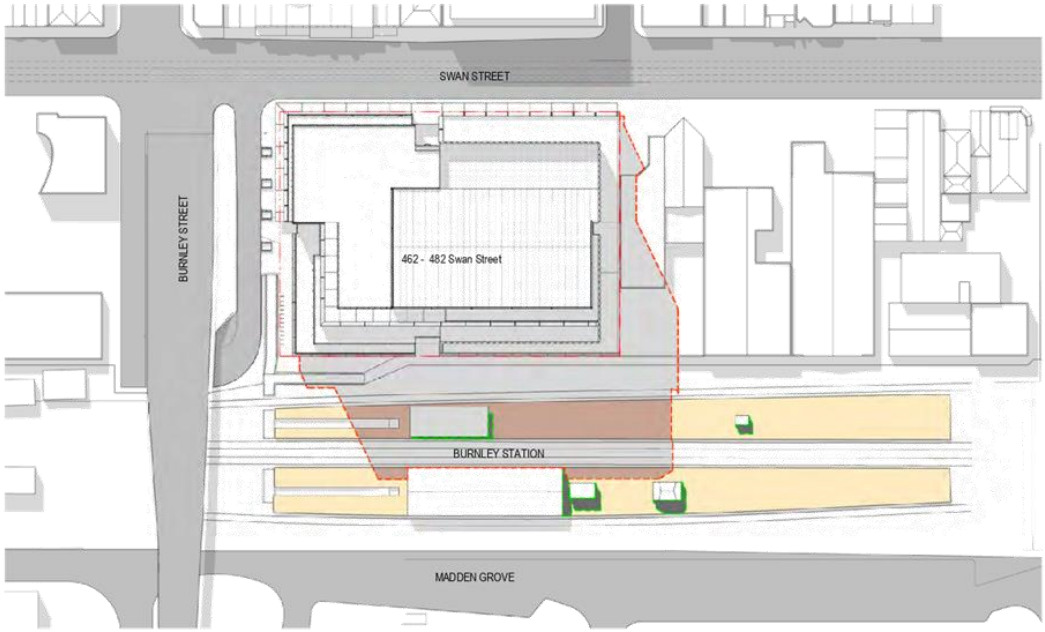
project: 480 Swan Street

drawing: Shadow Studies - Existing and Proposed

drawing no. DA0118 issue B

17/04/20 12:03:47 PM

Attachment 10 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 3



1 DA2001 Proposed and Approved - 1pm - 22 September

SCALE: 1:500

Platforms	Total Platform Area (m2) Excluding Ramp and Station Buildings	Existing Building Shadows (m2)	Existing Unshadowed Area (m2)	Proposed Additional Shadows (m2)	Proposed Unshadowed Area (m2)
North	1,247	22	1,224	480	744
South	1,166	63	1,103	86	1,016
Both	2,413	86	2,327	567	1,760

NOTE:

Existing Building Shadows + Existing Unshadowed Area = Total Platform Area
Existing Building Shadows + Approved Additional Shadows + Approved Unshadowed Area = Total Platform Area
Existing Building Shadows + Proposed Additional Shadows + Proposed Unshadowed Area = Total Platform Area

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Nominated Architect
Ray Brown, NSWARB 6359

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issue	amendment	date
A	RFI Issue for Town Planning Submission	19/02/2020
B	RFI #2 Issue for Town Planning Submission	16/04/2020

Shadow Diagram Legend

- Existing Conditions
- Proposed Scheme
- Approved PLN15/0057 Scheme
- Approved 484-486 Swan Street Scheme

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drawn MB project no. 190060

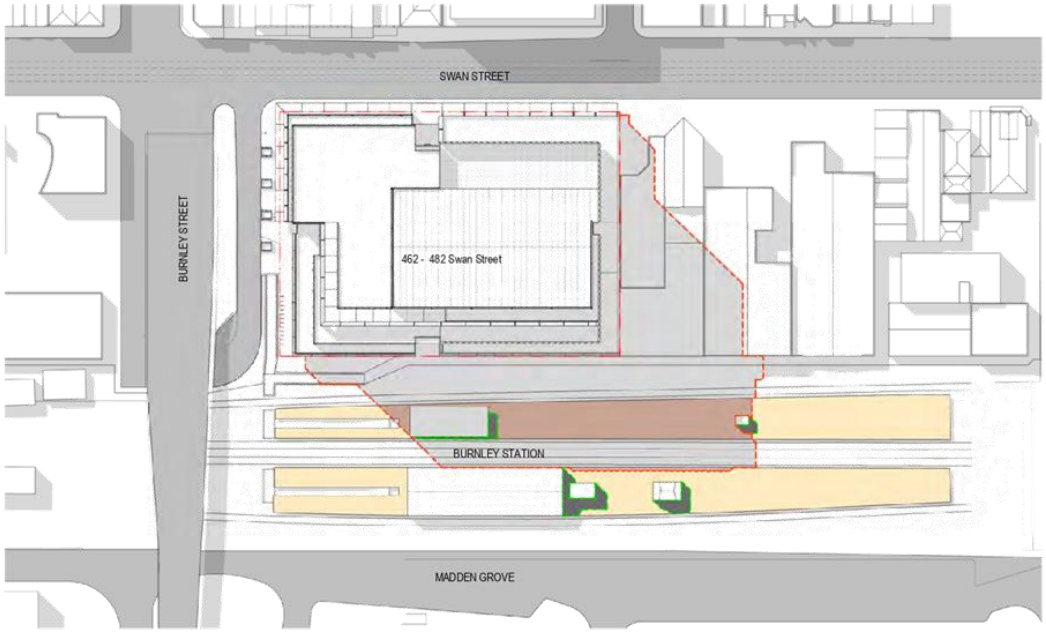
project: 480 Swan Street

drawing: Shadow Studies - Existing and Proposed

drawing no. DA0119 issue B

17/04/20 12:04:05 PM

Attachment 10 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 3



1 DA2001 Proposed and Approved - 2pm - 22 September

SCALE: 1:500

Platforms	Total Platform Area (m2) Excluding Ramp and Station Buildings	Existing Building Shadows (m2)	Existing Unshadowed Area (m2)	Proposed Additional Shadows (m2)	Proposed Unshadowed Area (m2)
North	1,247	30	1,216	585	631
South	1,166	81	1,085	29	1,056
Both	2,413	111	2,302	615	1,687

NOTE:

Existing Building Shadows + Existing Unshadowed Area = Total Platform Area
Existing Building Shadows + Approved Additional Shadows + Approved Unshadowed Area = Total Platform Area
Existing Building Shadows + Proposed Additional Shadows + Proposed Unshadowed Area = Total Platform Area

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Nominated Architect
Ray Brown, NSWARB 6359

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issue	amendment	date
A	RFI Issue for Town Planning Submission	19/02/2020
B	RFI #2 Issue for Town Planning Submission	16/04/2020

Shadow Diagram Legend

- Existing Conditions
- Proposed Scheme
- Approved PLN15/0057 Scheme
- Approved 484-486 Swan Street Scheme

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drawn MB project no. 190060

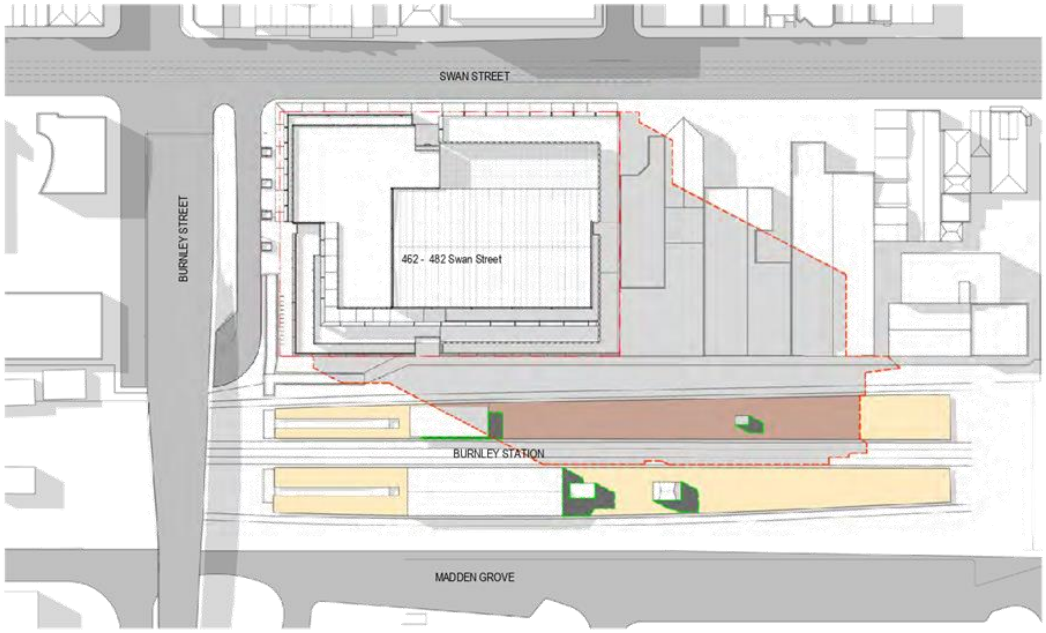
project: 480 Swan Street

drawing: Shadow Studies - Existing and Proposed

drawing no. DA0120 issue B

17/04/20 12:04:24 PM

Attachment 11 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 4



1 DA2001 Proposed and Approved - 3pm - 22 September

SCALE: 1 : 500

Platforms	Total Platform Area (m2) Excluding Ramp and Station Buildings	Existing Building Shadows (m2)	Existing Unshadowed Area (m2)	Proposed Additional Shadows (m2)	Proposed Unshadowed Area (m2)
North	1,247	41	1,205	800	406
South	1,166	105	1,061	0	1,061
Both	2,413	146	2,267	800	1,467

NOTE:

Existing Building Shadows + Existing Unshadowed Area = Total Platform Area
Existing Building Shadows + Approved Additional Shadows + Approved Unshadowed Area = Total Platform Area
Existing Building Shadows + Proposed Additional Shadows + Proposed Unshadowed Area = Total Platform Area

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Nominated Architect
Ray Brown, NSW/ARB 6359

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issue	amendment	date
A	RFI Issue for Town Planning Submission	19/02/2020
B	RFI #2 Issue for Town Planning Submission	16/04/2020

Shadow Diagram Legend

- Existing Conditions
- Proposed Scheme
- Approved PLN15/0057 Scheme
- Approved 484-486 Swan Street Scheme

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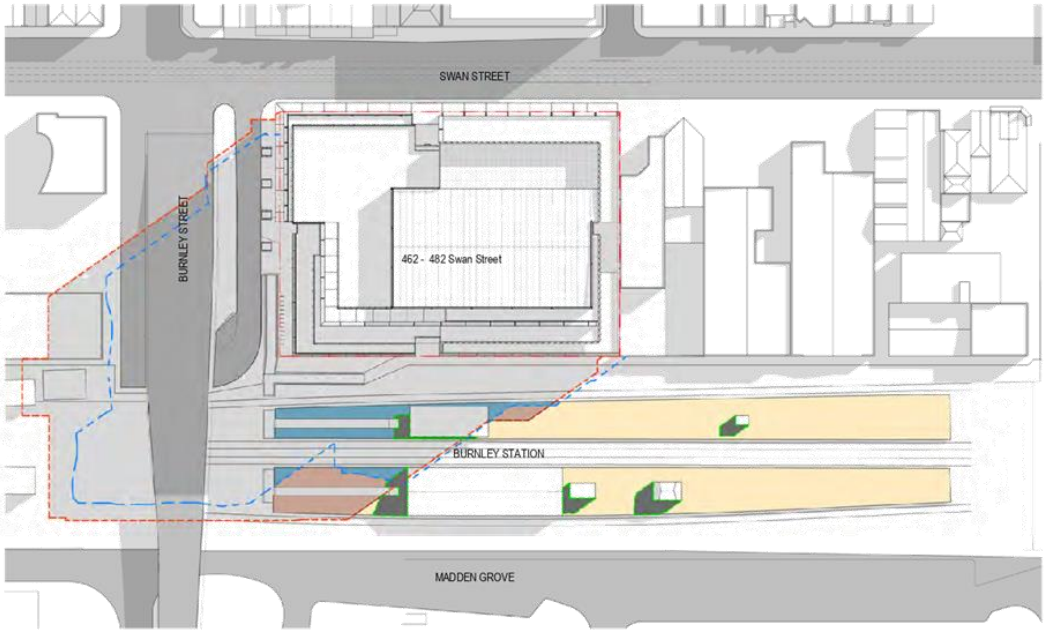
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drawn MB project no. 190060

project: 480 Swan Street
drawing: Shadow Studies - Existing and Proposed
drawing no. DA0121
issue B

17/04/20 12:04:40 PM

Attachment 11 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 4



1 DA2001 Proposed vs Approved - 9am - 22 September

SCALE: 1:500

Platforms	Total Platform Area (m2) Excluding Ramp and Station Buildings	Existing Building Shadows (m2)	Existing Unshadowed Area (m2)	Approved Additional Shadows (m2)	Approved Unshadowed Area (m2)	Proposed Additional Shadows (m2)	Proposed Unshadowed Area (m2)	Net Additional Proposed Shadows (m2)
North	1,247	41	1,206	196	1,010	226	980	30
South	1,166	117	1,049	42	1,007	231	818	189
Both	2,413	158	2,255	238	2,017	457	1,798	219

NOTE:

Existing Building Shadows + Existing Unshadowed Area = Total Platform Area
Existing Building Shadows + Approved Additional Shadows + Approved Unshadowed Area = Total Platform Area
Existing Building Shadows + Proposed Additional Shadows + Proposed Unshadowed Area = Total Platform Area
Proposed Additional Shadows - Approved Additional Shadows = Proposed and Approved Difference

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Nominated Architect
Ray Brown, NSWARB 6359

Do not scale drawings. Verify all dimensions on site

issue	amendment	date
A	RFI #2 Issue for Town Planning Submission	16/04/2020

Shadow Diagram Legend

- Existing Conditions
- Proposed Scheme
- Approved PLN15/0057 Scheme
- Approved 484-486 Swan Street Scheme

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drawn Author project no. 190060

project: 480 Swan Street

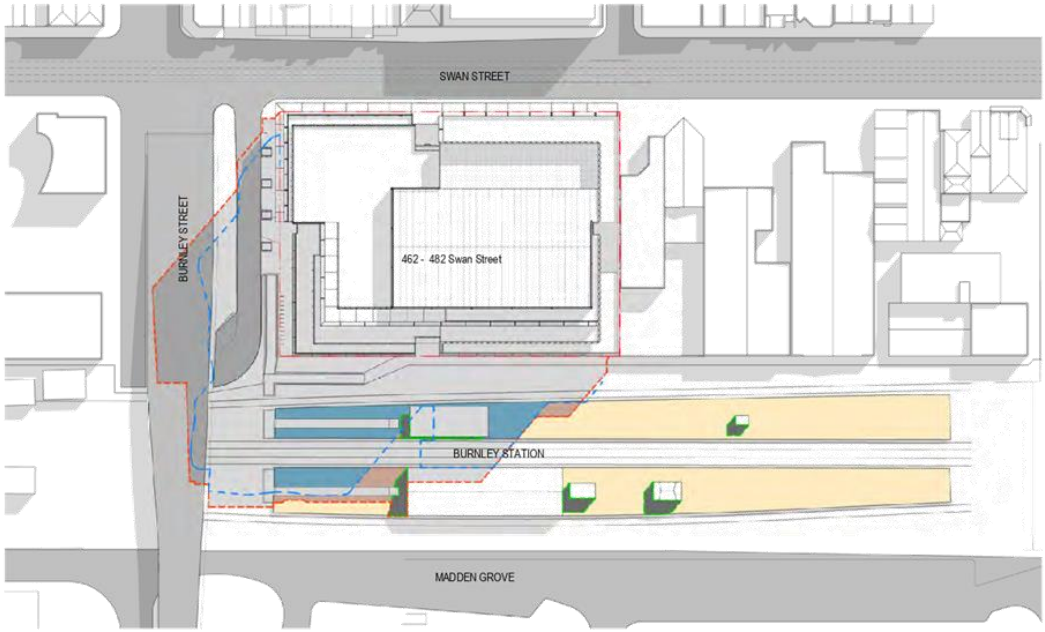
drawing: Shadow Studies - Proposed vs Approved

drawing no. DA0122

issue A

16/04/20 7:14:07 AM

Attachment 11 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 4



1 DA2001 Proposed vs Approved - 10am - 22 September

SCALE: 1:500

Platforms	Total Platform Area (m2) Excluding Ramp and Station Buildings	Existing Building Shadows (m2)	Existing Unshadowed Area (m2)	Approved Additional Shadows (m2)	Approved Unshadowed Area (m2)	Proposed Additional Shadows (m2)	Proposed Unshadowed Area (m2)	Net Additional Proposed Shadows
North	1,247	31	1,216	270	946	298	918	28
South	1,166	88	1,078	97	981	180	898	83
Both	2,413	119	2,294	367	1,927	478	1,816	111

NOTE:

Existing Building Shadows + Existing Unshadowed Area = Total Platform Area
Existing Building Shadows + Approved Additional Shadows + Approved Unshadowed Area = Total Platform Area
Existing Building Shadows + Proposed Additional Shadows + Proposed Unshadowed Area = Total Platform Area
Proposed Additional Shadows - Approved Additional Shadows = Proposed and Approved Difference

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Nominated Architect
Ray Brown, NSWARB 6359

Do not scale drawings. Verify all dimensions on site

issue	amendment	date
A	RFI #2 Issue for Town Planning Submission	16/04/2020

Shadow Diagram Legend

- Existing Conditions
- Proposed Scheme
- Approved PLN15/0057 Scheme
- Approved 484-486 Swan Street Scheme

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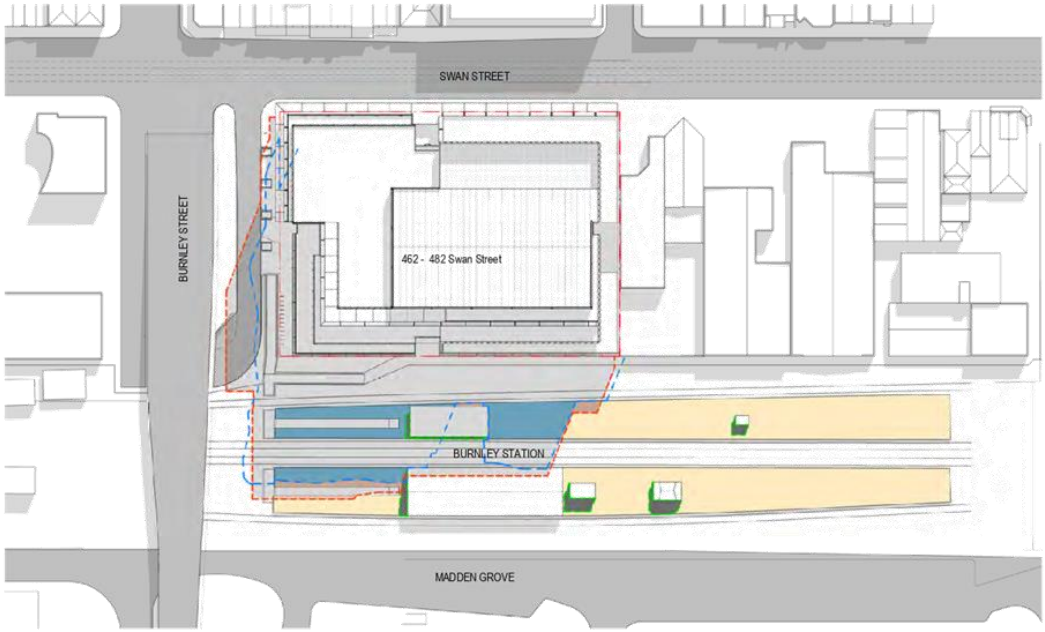
project: 480 Swan Street

drawing: Shadow Studies - Proposed vs Approved

drawing no. DA0123 issue A

16/04/20 7:14:27 AM

Attachment 11 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 4



1 DA2001 Proposed vs Approved - 11am - 22 September

SCALE: 1:500

Platforms	Total Platform Area (m2) Excluding Ramp and Station Buildings	Existing Building Shadows (m2)	Existing Unshadowed Area (m2)	Approved Additional Shadows (m2)	Approved Unshadowed Area (m2)	Proposed Additional Shadows (m2)	Proposed Unshadowed Area (m2)	Net Additional Proposed Shadows
North	1,247	22	1,225	343	881	369	855	26
South	1,166	64	1,102	101	1,001	160	942	59
Both	2,413	86	2,327	444	1,882	530	1,797	85

NOTE:

Existing Building Shadows + Existing Unshadowed Area = Total Platform Area
Existing Building Shadows + Approved Additional Shadows + Approved Unshadowed Area = Total Platform Area
Existing Building Shadows + Proposed Additional Shadows + Proposed Unshadowed Area = Total Platform Area
Proposed Additional Shadows - Approved Additional Shadows = Proposed and Approved Difference

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Nominated Architect
Ray Brown, NSWARB 6359

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issue	amendment	date
A	RFI #2 Issue for Town Planning Submission	16/04/2020

Shadow Diagram Legend

- Existing Conditions
- Proposed Scheme
- Approved PLN15/0057 Scheme
- Approved 484-486 Swan Street Scheme

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drawn Author project no. 190060

project: 480 Swan Street

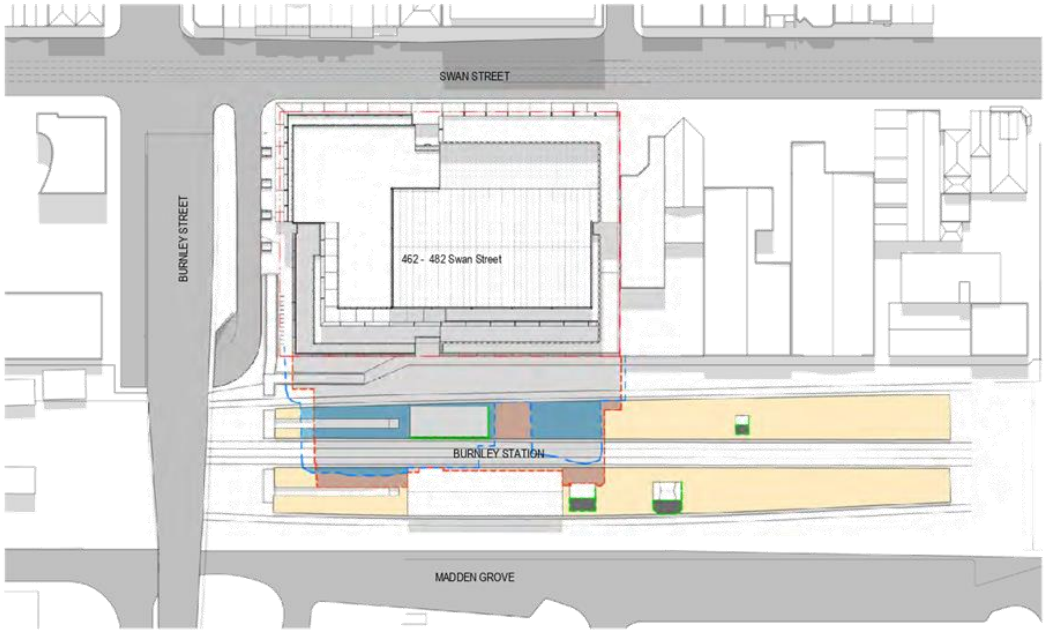
drawing: Shadow Studies - Proposed vs Approved

drawing no. DA0124

issue A

16/04/20 7:14:46 AM

Attachment 11 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 4



1 DA2001 Proposed vs Approved - 12pm - 22 September

SCALE: 1:500

Platforms	Total Platform Area (m2) Excluding Ramp and Station Buildings	Existing Building Shadows (m2)	Existing Unshadowed Area (m2)	Approved Additional Shadows (m2)	Approved Unshadowed Area (m2)	Proposed Additional Shadows (m2)	Proposed Unshadowed Area (m2)	Net Additional Proposed Shadows
North	1,247	15	1,231	319	912	394	837	75
South	1,166	39	1,127	38	1,089	139	988	101
Both	2,413	54	2,358	357	2,002	534	1,825	177

NOTE:

Existing Building Shadows + Existing Unshadowed Area = Total Platform Area
Existing Building Shadows + Approved Additional Shadows + Approved Unshadowed Area = Total Platform Area
Existing Building Shadows + Proposed Additional Shadows + Proposed Unshadowed Area = Total Platform Area
Proposed Additional Shadows - Approved Additional Shadows = Proposed and Approved Difference

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Nominated Architect
Ray Brown, NSWARB 6359

Do not scale drawings. Verify all dimensions on site

issue	amendment	date
A	RFI #2 Issue for Town Planning Submission	16/04/2020

Shadow Diagram Legend

- Existing Conditions
- Proposed Scheme
- Approved PLN15/0057 Scheme
- Approved 484-486 Swan Street Scheme

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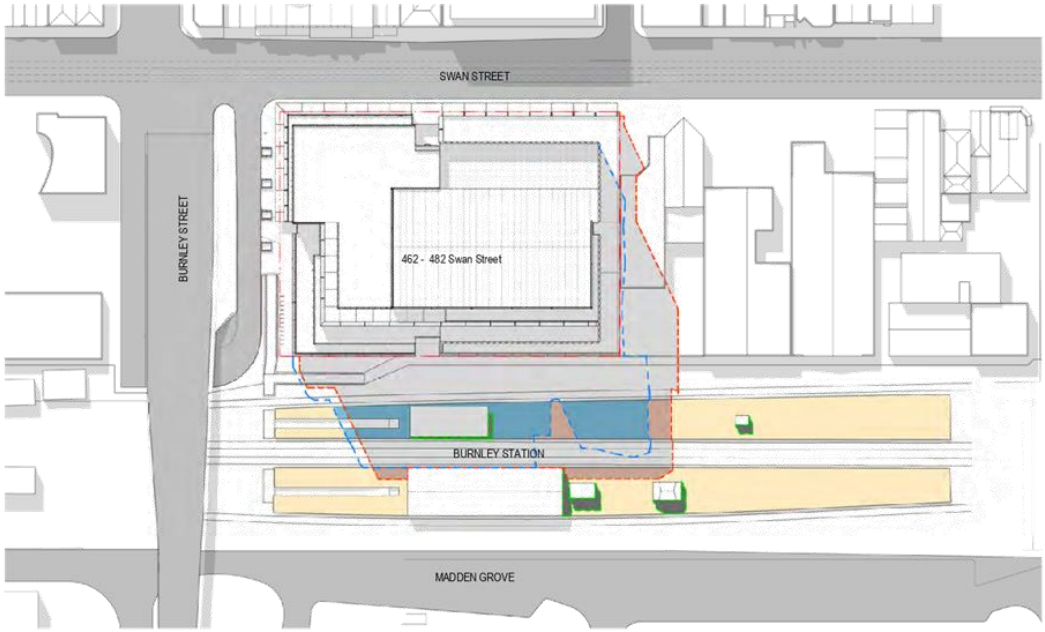
project: 480 Swan Street

drawing: Shadow Studies - Proposed vs Approved

drawing no. DA0125 issue A

16/04/20 7:15:04 AM

Attachment 11 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 4



1 DA2001 Proposed vs Approved - 1pm - 22 September

SCALE: 1:500

Platforms	Total Platform Area (m2) Excluding Ramp and Station Buildings	Existing Building Shadows (m2)	Existing Unshadowed Area (m2)	Approved Additional Shadows (m2)	Approved Unshadowed Area (m2)	Proposed Additional Shadows (m2)	Proposed Unshadowed Area (m2)	Net Additional Proposed Shadows
North	1,247	22	1,224	402	823	480	744	79
South	1,166	63	1,103	0	1,103	86	1,016	86
Both	2,413	86	2,327	402	1,925	567	1,760	165

NOTE:

Existing Building Shadows + Existing Unshadowed Area = Total Platform Area
Existing Building Shadows + Approved Additional Shadows + Approved Unshadowed Area = Total Platform Area
Existing Building Shadows + Proposed Additional Shadows + Proposed Unshadowed Area = Total Platform Area
Proposed Additional Shadows - Approved Additional Shadows = Proposed and Approved Difference

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Nominated Architect
Ray Brown, NSWARB 6359

Do not scale drawings. Verify all dimensions on site

issue	amendment	date
A	RFI #2 Issue for Town Planning Submission	16/04/2020

Shadow Diagram Legend

- Existing Conditions
- Proposed Scheme
- Approved PLN15/0057 Scheme
- Approved 484-486 Swan Street Scheme

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drawn Author project no. 190060

project: 480 Swan Street

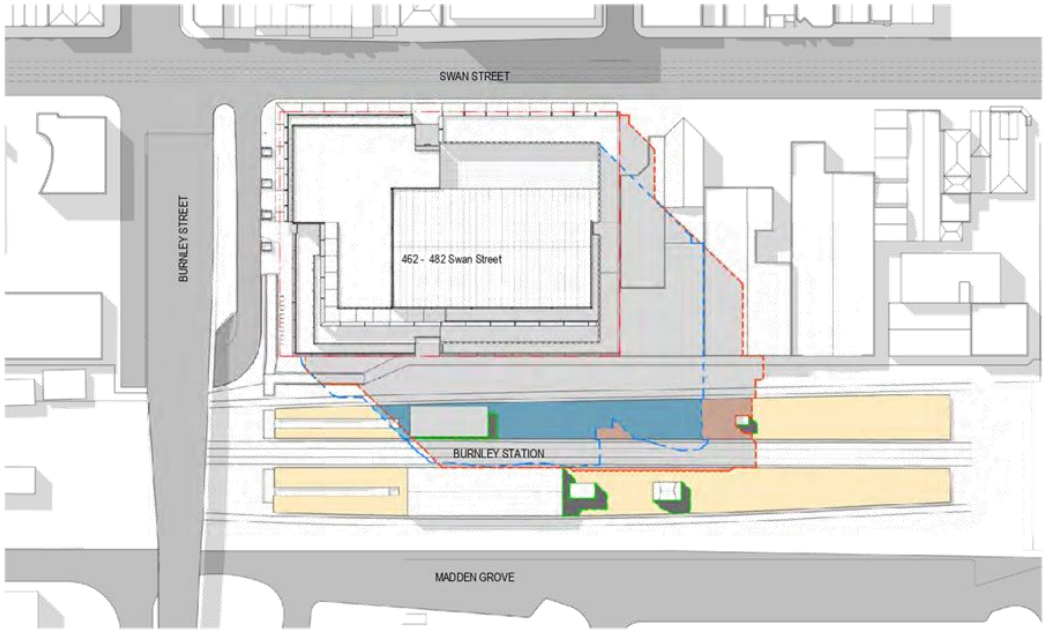
drawing: Shadow Studies - Proposed vs Approved

drawing no. DA0126

issue A

16/04/20 7:15:03 AM

Attachment 11 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 4



1 DA2001 Proposed vs Approved - 2pm - 22 September

SCALE: 1:500

Platforms	Total Platform Area (m2) Excluding Ramp and Station Buildings	Existing Building Shadows (m2)	Existing Unshadowed Area (m2)	Approved Additional Shadows (m2)	Approved Unshadowed Area (m2)	Proposed Additional Shadows (m2)	Proposed Unshadowed Area (m2)	Net Additional Proposed Shadows
North	1,247	30	1,216	472	744	585	631	113
South	1,166	81	1,085	0	1,085	29	1,056	29
Both	2,413	111	2,302	472	1,830	615	1,687	143

NOTE:

Existing Building Shadows + Existing Unshadowed Area = Total Platform Area
Existing Building Shadows + Approved Additional Shadows + Approved Unshadowed Area = Total Platform Area
Existing Building Shadows + Proposed Additional Shadows + Proposed Unshadowed Area = Total Platform Area
Proposed Additional Shadows - Approved Additional Shadows = Proposed and Approved Difference

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Nominated Architect
Ray Brown, NSWARB 6359

Do not scale drawings. Verify all dimensions on site

issue	amendment	date
A	RFI #2 Issue for Town Planning Submission	16/04/2020

Shadow Diagram Legend

- Existing Conditions
- Proposed Scheme
- Approved PLN15/0057 Scheme
- Approved 484-486 Swan Street Scheme

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drawn Author project no. 190060

project: 480 Swan Street

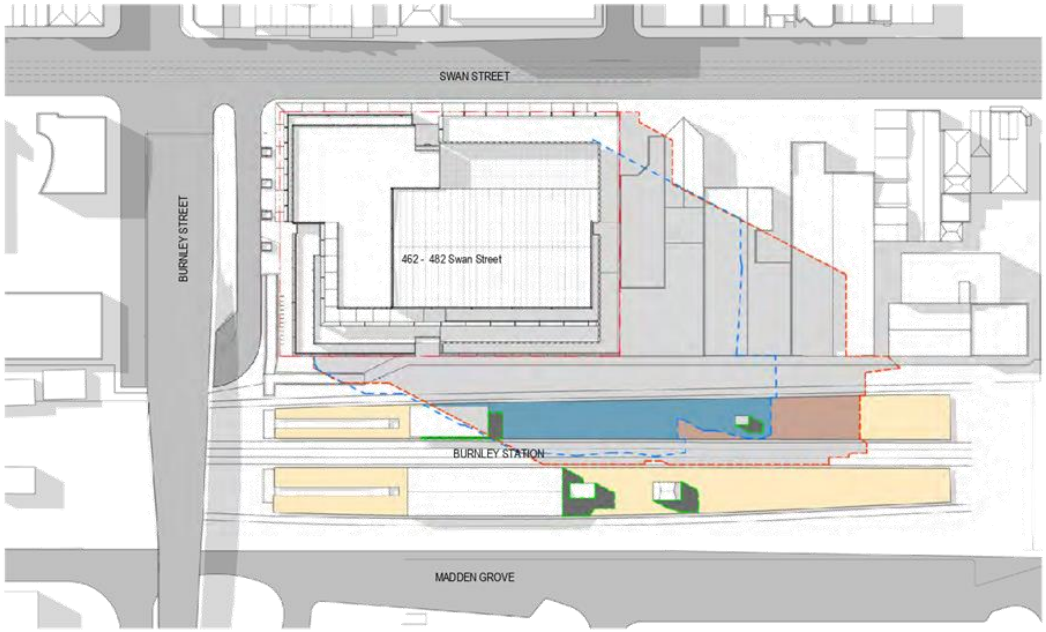
drawing: Shadow Studies - Proposed vs Approved

drawing no. DA0127

issue A

16/04/20 7:15:42 AM

Attachment 11 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 4



1 DA2001 Proposed vs Approved - 3pm - 22 September

SCALE: 1:500

Platforms	Total Platform Area (m2) Excluding Ramp and Station Buildings	Existing Building Shadows (m2)	Existing Unshadowed Area (m2)	Approved Additional Shadows (m2)	Approved Unshadowed Area (m2)	Proposed Additional Shadows (m2)	Proposed Unshadowed Area (m2)	Net Additional Proposed Shadows
North	1,247	41	1,205	548	658	800	406	252
South	1,166	105	1,061	0	1,061	0	1,061	0
Both	2,413	146	2,267	548	1,719	800	1,467	252

NOTE:

Existing Building Shadows + Existing Unshadowed Area = Total Platform Area
Existing Building Shadows + Approved Additional Shadows + Approved Unshadowed Area = Total Platform Area
Existing Building Shadows + Proposed Additional Shadows + Proposed Unshadowed Area = Total Platform Area
Proposed Additional Shadows - Approved Additional Shadows = Proposed and Approved Difference

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Nominated Architect
Ray Brown, NSWARB 6359

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issue	amendment	date
A	RFI #2 Issue for Town Planning Submission	16/04/2020

Shadow Diagram Legend

- Existing Conditions
- Proposed Scheme
- Approved PLN15/0057 Scheme
- Approved 484-486 Swan Street Scheme

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ABN 90 131 245 684

checked	Checker	scale	1 : 500@A1
drawn	Author	project no.	190060

project: 480 Swan Street

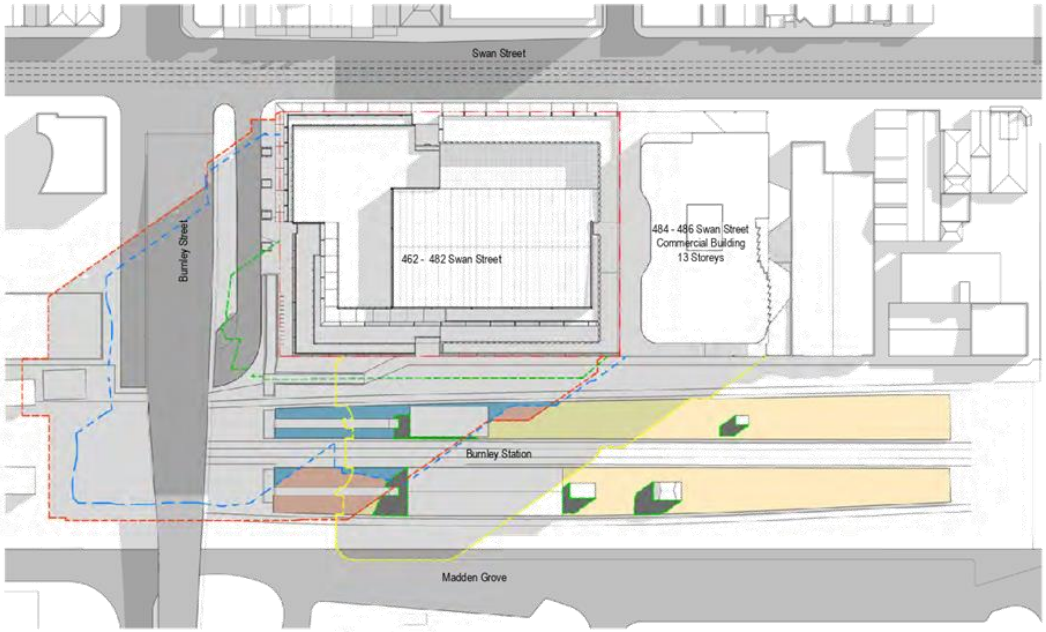
drawing: Shadow Studies - Proposed vs Approved

drawing no.: DA0128

issue: A

16/04/20 7:16:03 AM

Attachment 11 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 4



1 DA2001 Neighbouring Approved - 9am - 22 September

SCALE: 1:500

Platforms	Total Platform Area (m2) Excluding Ramp and Station Buildings	Existing Building Shadows (m2)	Existing Unshadowed Area (m2)	Approved Additional Shadows (m2)	Approved Unshadowed Area (m2)	Proposed Additional Shadows (m2)	Proposed Unshadowed Area (m2)	Neighbouring Additional Shadows (m2)	Neighbouring Unshadowed Area (m2)	Net Additional Proposed Shadows
North	1,247	41	1,206	196	1,010	226	980	448	758	0
South	1,166	117	1,049	42	1,007	231	818	93	955	138
Both	2,413	158	2,255	238	2,017	457	1,798	541	1,713	138

NOTE:

Existing Building Shadows + Existing Unshadowed Area = Total Platform Area
Existing Building Shadows + Approved Additional Shadows + Approved Unshadowed Area = Total Platform Area
Existing Building Shadows + Proposed Additional Shadows + Proposed Unshadowed Area = Total Platform Area

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Nominated Architect
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issue	amendment	date
A	RFI #2 Issue for Town Planning Submission	16/04/2020

Shadow Diagram Legend

- Existing Conditions
- Proposed Scheme
- Approved PLN15/0057 Scheme
- Approved 484-486 Swan Street Scheme

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checked Checker scale 1 : 500@A1
drawn Author project no. 190060

project: 480 Swan Street

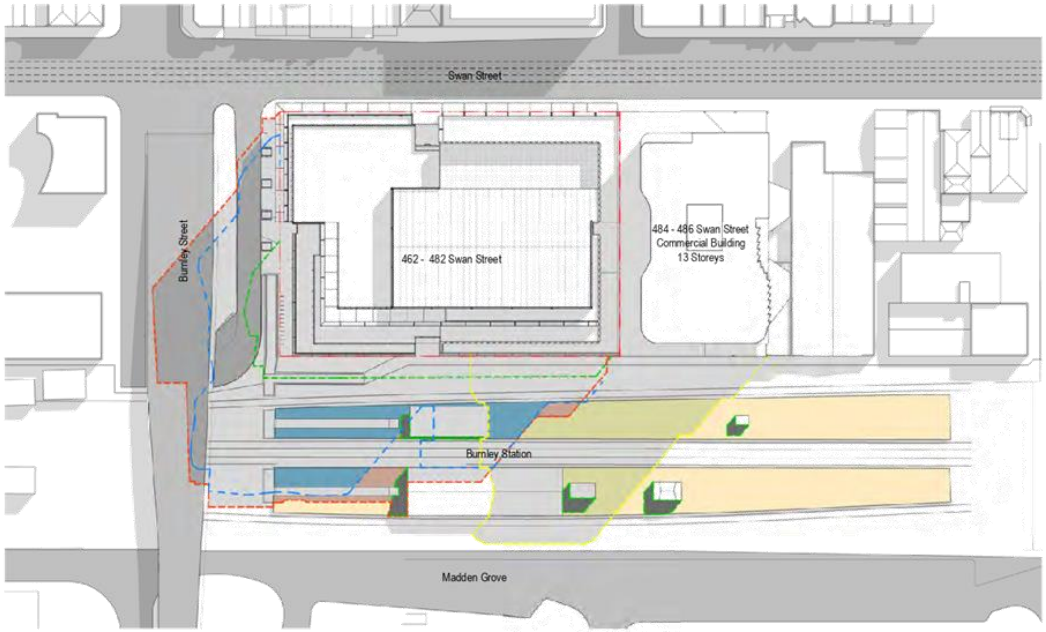
drawing: Shadow Studies - Neighbouring Approved

drawing no. DA0129

issue A

16/04/20 7:16:25 AM

Attachment 11 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 4



1 DA2001 Neighbouring Approved - 10am - 22 September

SCALE: 1:500

Platforms	Total Platform Area (m2) Excluding Ramp and Station Buildings	Existing Building Shadows (m2)	Existing Unshadowed Area (m2)	Approved Additional Shadows (m2)	Approved Unshadowed Area (m2)	Proposed Additional Shadows (m2)	Proposed Unshadowed Area (m2)	Neighbouring Additional Shadows (m2)	Neighbouring Unshadowed Area (m2)	Net Additional Proposed Shadows
North	1,247	31	1,216	270	946	298	918	463	753	1
South	1,166	88	1,078	97	981	180	898	145	933	83
Both	2,413	119	2,294	367	1,927	478	1,816	608	1,686	84

NOTE:

Existing Building Shadows + Existing Unshadowed Area = Total Platform Area
Existing Building Shadows + Approved Additional Shadows + Approved Unshadowed Area = Total Platform Area
Existing Building Shadows + Proposed Additional Shadows + Proposed Unshadowed Area = Total Platform Area

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issue	amendment	date
A	RFI 40 Issue for Town Planning Submission	16/04/2020

Shadow Diagram Legend

- Existing Conditions
- Proposed Scheme
- Approved PLN15/0057 Scheme
- Approved 484-486 Swan Street Scheme

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drawn Author project no. 190060

project: 480 Swan Street

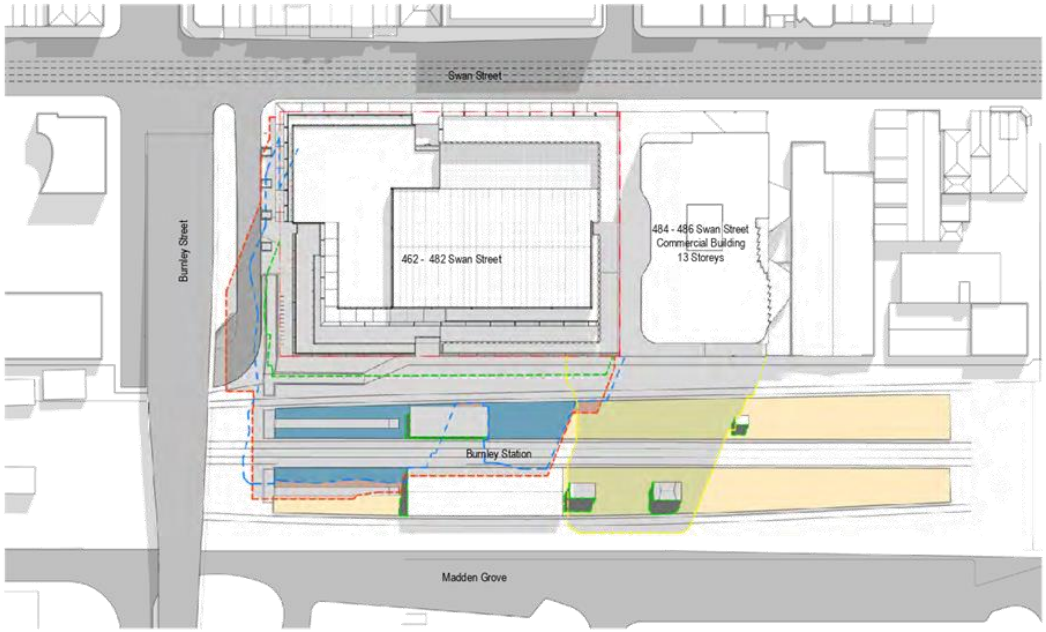
drawing: Shadow Studies - Neighbouring Approved

drawing no. DA0130

issue A

16/04/20 7:16:40 AM

Attachment 11 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 4



1 DA2001 Neighbouring Approved - 11am - 22 September

SCALE: 1:500

Platforms	Total Platform Area (m2) Excluding Ramp and Station Buildings	Existing Building Shadows (m2)	Existing Unshadowed Area (m2)	Approved Additional Shadows (m2)	Approved Unshadowed Area (m2)	Proposed Additional Shadows (m2)	Proposed Unshadowed Area (m2)	Neighbouring Additional Shadows (m2)	Neighbouring Unshadowed Area (m2)	Net Additional Proposed Shadows
North	1,247	22	1,225	343	881	369	855	351	873	11
South	1,166	64	1,102	101	1,001	160	942	264	838	59
Both	2,413	86	2,327	444	1,882	530	1,797	615	1,711	70

NOTE:

Existing Building Shadows + Existing Unshadowed Area = Total Platform Area
Existing Building Shadows + Approved Additional Shadows + Approved Unshadowed Area = Total Platform Area
Existing Building Shadows + Proposed Additional Shadows + Proposed Unshadowed Area = Total Platform Area

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Nominated Architect
Ray Brown, NSW ARB 6359

Do not scale drawings. Verify all dimensions on site

issue	amendment	date
A	RFI #2 Issue for Town Planning Submission	16/04/2020

Shadow Diagram Legend

- Existing Conditions
- Proposed Scheme
- Approved PLN15/0057 Scheme
- Approved 484-486 Swan Street Scheme

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checked Checker scale 1 : 500@A1
drawn Author project no. 190060

project: 480 Swan Street

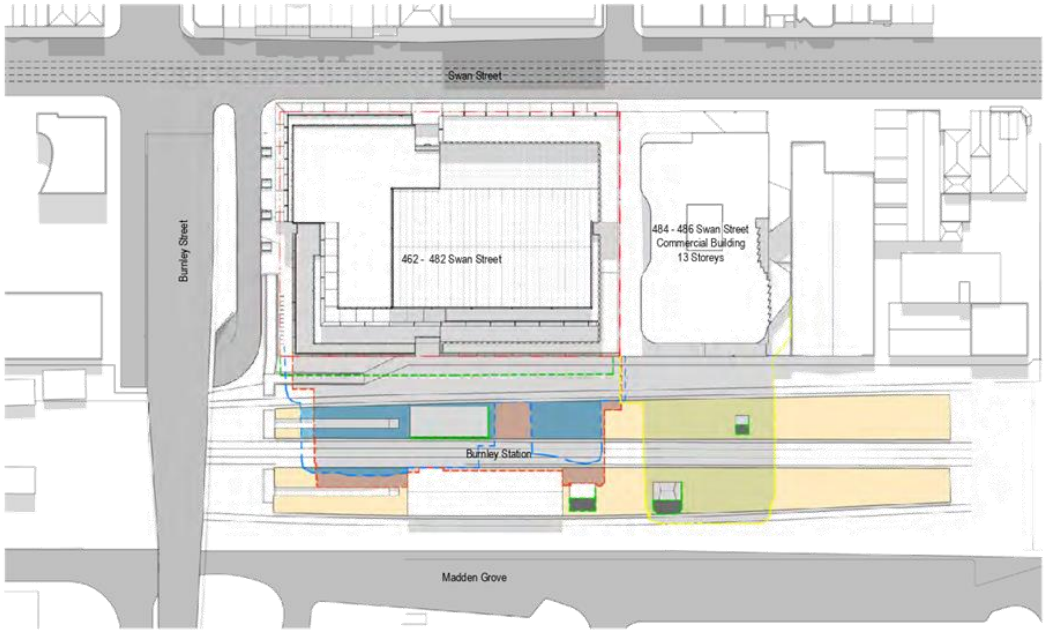
drawing: Shadow Studies - Neighbouring Approved

drawing no. DA0131

issue A

16/04/20 7:17:04 AM

Attachment 11 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 4



1 DA2001 Neighbouring Approved - 12pm - 22 September

SCALE: 1 : 500

Platforms	Total Platform Area (m2) Excluding Ramp and Station Buildings	Existing Building Shadows (m2)	Existing Unshadowed Area (m2)	Approved Additional Shadows (m2)	Approved Unshadowed Area (m2)	Proposed Additional Shadows (m2)	Proposed Unshadowed Area (m2)	Neighbouring Additional Shadows (m2)	Neighbouring Unshadowed Area (m2)	Net Additional Proposed Shadows
North	1,247	15	1,231	319	912	394	837	289	942	91
South	1,166	39	1,127	38	1,089	139	988	274	853	104
Both	2,413	54	2,358	357	2,002	534	1,825	563	1,795	195

NOTE:

Existing Building Shadows + Existing Unshadowed Area = Total Platform Area
Existing Building Shadows + Approved Additional Shadows + Approved Unshadowed Area = Total Platform Area
Existing Building Shadows + Proposed Additional Shadows + Proposed Unshadowed Area = Total Platform Area

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Nominated Architect
Ray Brown, NSWARB 6359

Do not scale drawings. Verify all dimensions on site

issue	amendment	date
A	RFI #2 Issue for Town Planning Submission	16/04/2020

Shadow Diagram Legend

- Existing Conditions
- Proposed Scheme
- Approved PLN15/0057 Scheme
- Approved 484-486 Swan Street Scheme

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drawn Author project no. 190060

project: 480 Swan Street

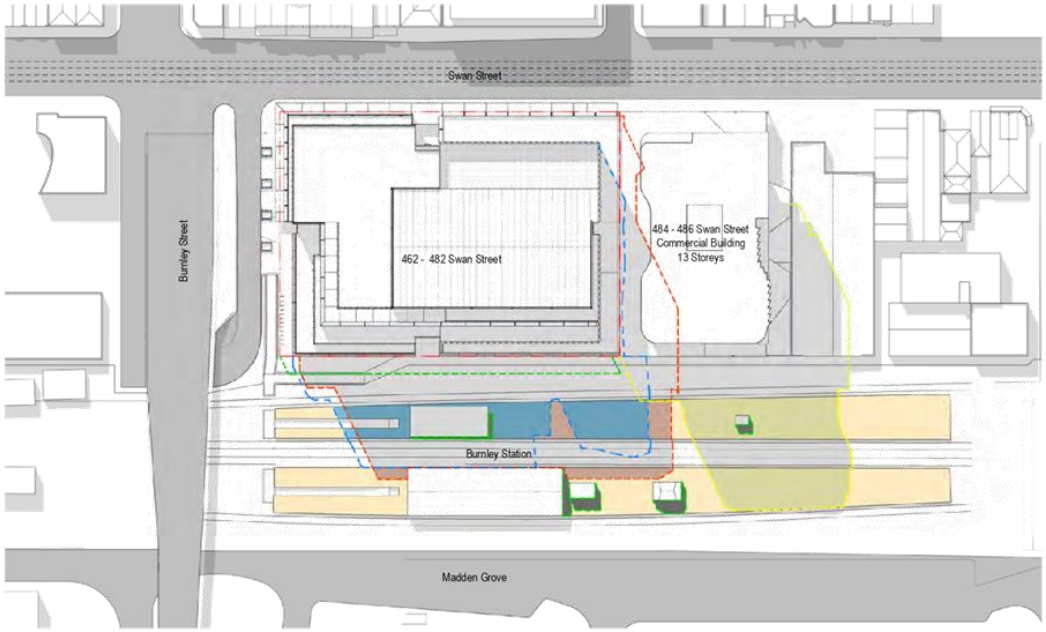
drawing: Shadow Studies - Neighbouring Approved

drawing no. DA0132

issue A

16/04/20 7:17:25 AM

Attachment 11 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 4



1 DA2001 Neighbouring Approved - 1pm - 22 September

SCALE: 1:500

Platforms	Total Platform Area (m2) Excluding Ramp and Station Buildings	Existing Building Shadows (m2)	Existing Unshadowed Area (m2)	Approved Additional Shadows (m2)	Approved Unshadowed Area (m2)	Proposed Additional Shadows (m2)	Proposed Unshadowed Area (m2)	Neighbouring Additional Shadows (m2)	Neighbouring Unshadowed Area (m2)	Net Additional Proposed Shadows
North	1,247	22	1,224	402	823	480	744	350	875	91
South	1,166	63	1,103	0	1,103	86	1,016	307	795	86
Both	2,413	86	2,327	402	1,925	567	1,760	657	1,670	178

NOTE:

Existing Building Shadows + Existing Unshadowed Area = Total Platform Area
Existing Building Shadows + Approved Additional Shadows + Approved Unshadowed Area = Total Platform Area
Existing Building Shadows + Proposed Additional Shadows + Proposed Unshadowed Area = Total Platform Area

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Nominated Architect
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Do not scale drawings. Verify all dimensions on site

issue	amendment	date
A	RFI #2 Issue for Town Planning Submission	16/04/2020

Shadow Diagram Legend

- Existing Conditions
- Proposed Scheme
- Approved PLN15/0057 Scheme
- Approved 484-486 Swan Street Scheme

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drawn Author project no. 190060

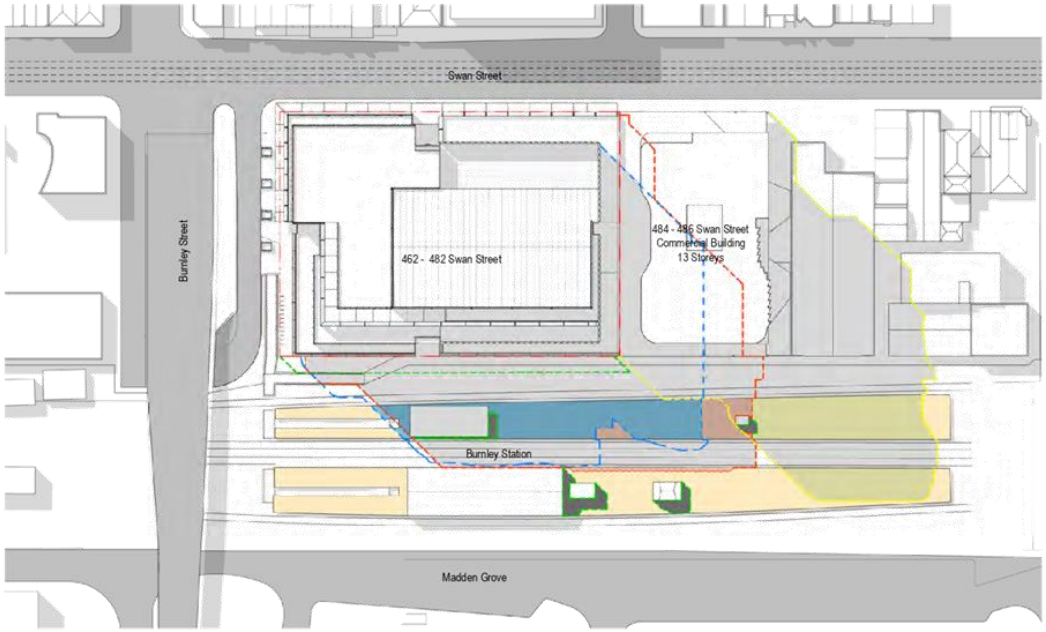
project: 480 Swan Street

drawing: Shadow Studies - Neighbouring Approved

drawing no. DA0133 issue A

16/04/20 7:17:45 AM

Attachment 11 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 4



1 DA2001 Neighbouring Approved - 2pm - 22 September

SCALE: 1 : 500

Platforms	Total Platform Area (m2) Excluding Ramp and Station Buildings	Existing Building Shadows (m2)	Existing Unshadowed Area (m2)	Approved Additional Shadows (m2)	Approved Unshadowed Area (m2)	Proposed Additional Shadows (m2)	Proposed Unshadowed Area (m2)	Neighbouring Additional Shadows (m2)	Neighbouring Unshadowed Area (m2)	Net Additional Proposed Shadows
North	1,247	30	1,216	472	744	585	631	447	769	96
South	1,166	81	1,085	0	1,085	29	1,056	248	838	29
Both	2,413	111	2,302	472	1,830	615	1,687	695	1,607	126

NOTE:

Existing Building Shadows + Existing Unshadowed Area = Total Platform Area
Existing Building Shadows + Approved Additional Shadows + Approved Unshadowed Area = Total Platform Area
Existing Building Shadows + Proposed Additional Shadows + Proposed Unshadowed Area = Total Platform Area

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Nominated Architect
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issue	amendment	date
A	RFI #2 Issue for Town Planning Submission	16/04/2020

Shadow Diagram Legend

- Existing Conditions
- Proposed Scheme
- Approved PLN15/0057 Scheme
- Approved 484-486 Swan Street Scheme

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drawn Author project no. 190060

project: 480 Swan Street

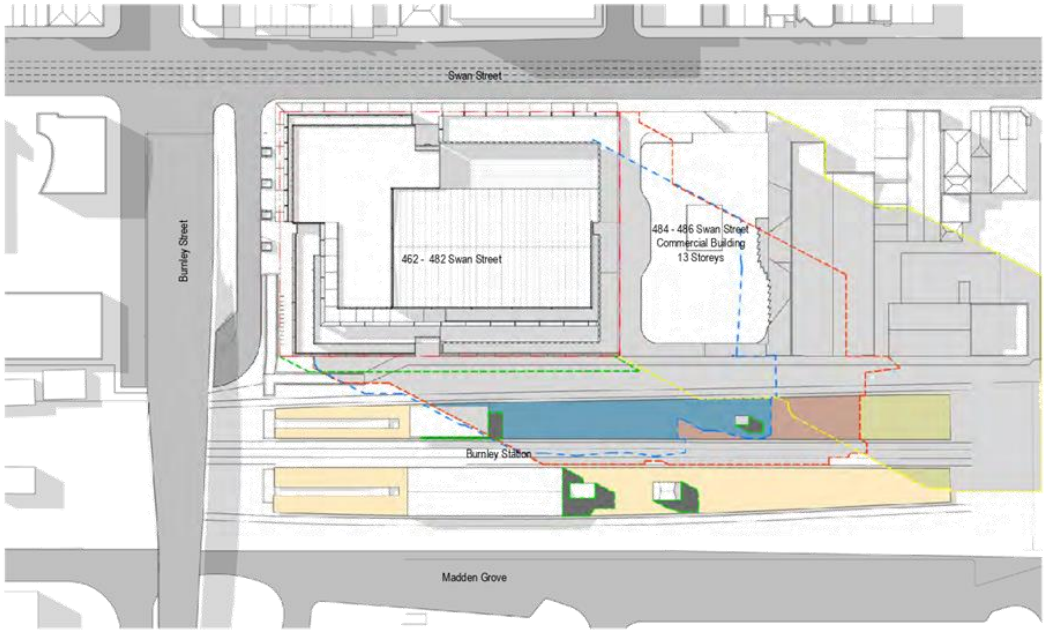
drawing: Shadow Studies - Neighbouring Approved

drawing no. DA0134

issue A

16/04/20 7:18:05 AM

Attachment 11 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 4



1 DA2001 Neighbouring Approved - 3pm - 22 September

SCALE: 1 : 500

Platforms	Total Platform Area (m2) Excluding Ramp and Station Buildings	Existing Building Shadows (m2)	Existing Unshadowed Area (m2)	Approved Additional Shadows (m2)	Approved Unshadowed Area (m2)	Proposed Additional Shadows (m2)	Proposed Unshadowed Area (m2)	Neighbouring Additional Shadows (m2)	Neighbouring Unshadowed Area (m2)	Net Additional Proposed Shadows
North	1,247	41	1,205	548	658	800	406	365	841	113
South	1,166	105	1,061	0	1,061	0	1,061	47	1,014	0
Both	2,413	146	2,267	548	1,719	800	1,467	412	1,855	113

NOTE:

Existing Building Shadows + Existing Unshadowed Area = Total Platform Area
Existing Building Shadows + Approved Additional Shadows + Approved Unshadowed Area = Total Platform Area
Existing Building Shadows + Proposed Additional Shadows + Proposed Unshadowed Area = Total Platform Area

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Nominated Architect
Ray Brown, NSW ARB 6359

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issue	amendment	date
A	RFI #2 Issue for Town Planning Submission	16/04/2020

Shadow Diagram Legend

- Existing Conditions
- Proposed Scheme
- Approved PLN15/0057 Scheme
- Approved 484-486 Swan Street Scheme

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checked Checker scale 1 : 500@A1
drawn Author project no. 190060

project: 480 Swan Street

drawing: Shadow Studies - Neighbouring Approved

drawing no. DA0135

issue A

16/04/20 7:16:26 AM

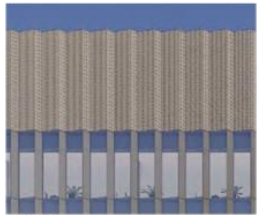
Attachment 11 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 4

Attachment 11 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 4


FT01a


FT01b


FT02


FT03a


FT03b


FT04


FT05


FT06


FT07


FT08


FT09


FT10


BL01


LV01

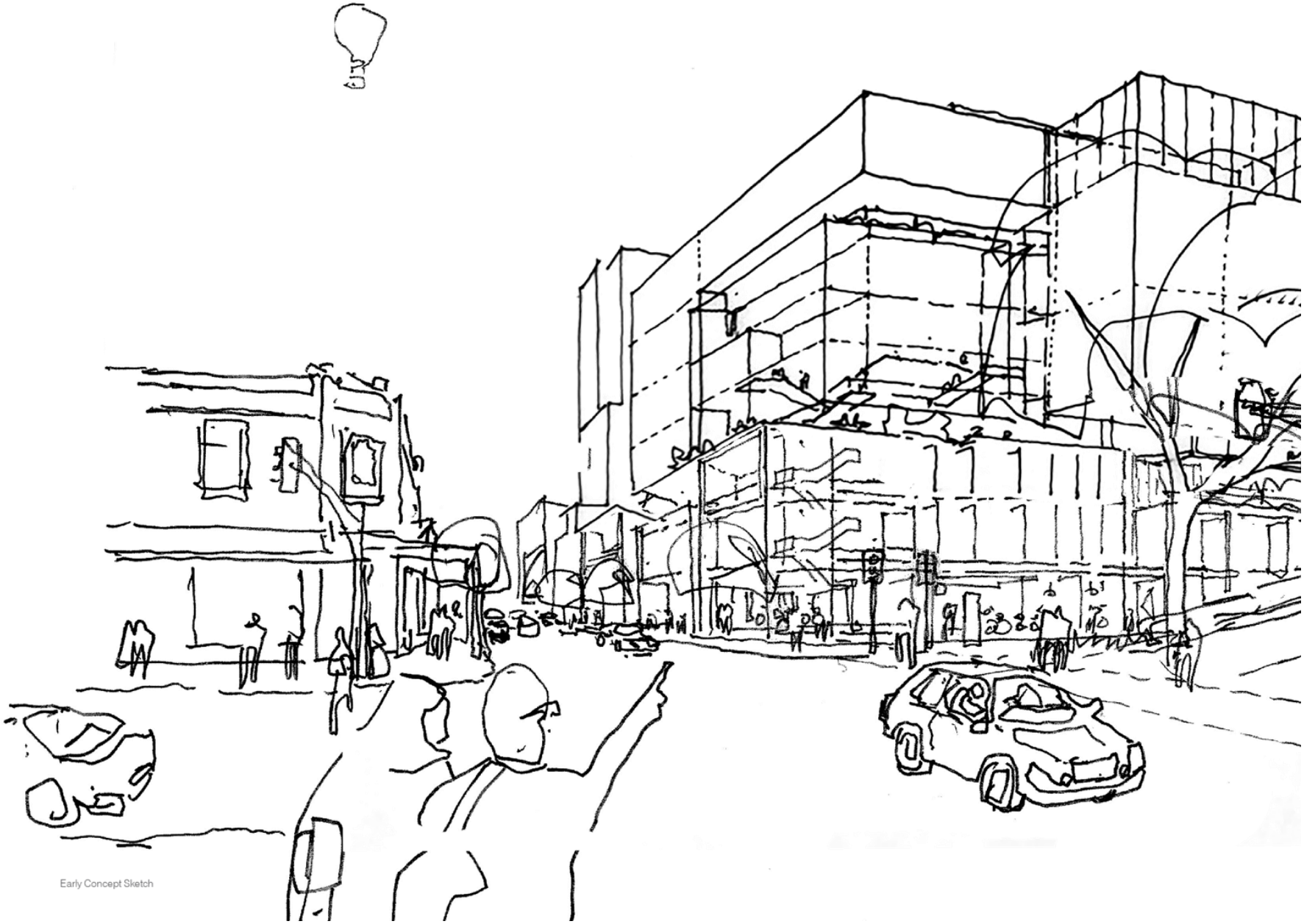
Attachment 11 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 4

Design Proposal

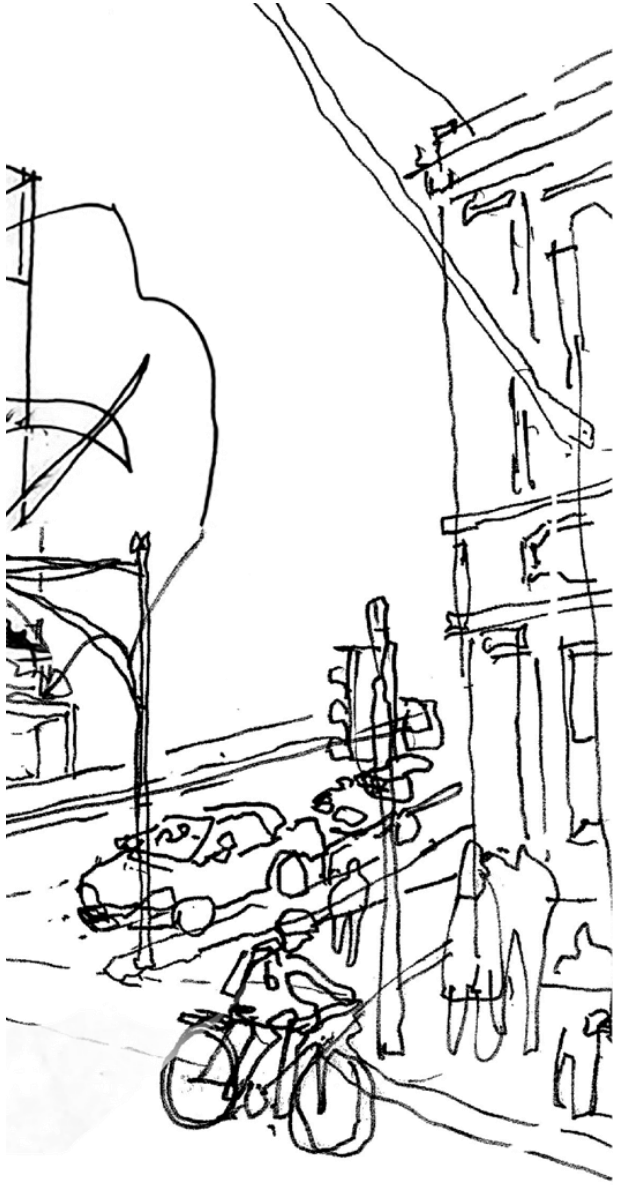
Material Schedule

FT01a	Glazed curtain wall system Type 1 - Intergrated Express Mullion
FT01b	Glazed curtain wall system Type 2 - Articulated Facade System
FT02	Grey Powdercoated Coloured Aluminium
FT03a	Grey Powdercoated Coloured Aluminium Perforated Facade System
FT03b	Grey Powdercoated Coloured Aluminium Horizontal Louvre Screen Facade System
FT04	Grey/Brown Brick with natural finish
FT05	GRC or similar cladding panel system with a textured finish
FT06	Glazed Shop Front
FT07	Stainless Steel Wire Screen for Landscapee
FT08	Aluminium Click on Batten or similar
FT09	Precast concrete wall
FT10	Glazed curtain wall
BL01	Metal Balustrade
LV01	Grey Powdercoated Coloured Aluminium Horizontal Louvres

Attachment 11 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 4



Attachment 11 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 4

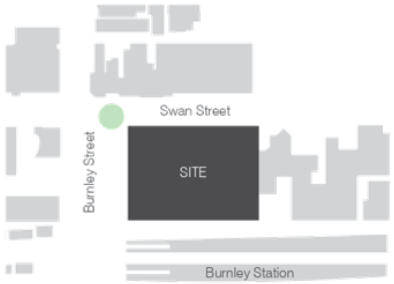


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5 Views

Views

The corner of Swan and Burnley Street Looking South East



Attachment 12 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 5



Views

The corner of Swan and Burnley Street facing South East



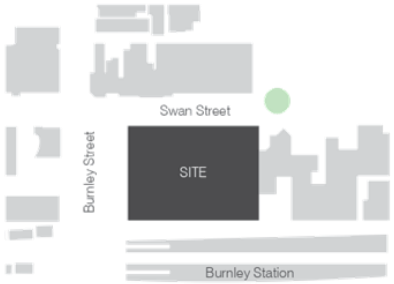
Attachment 12 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 5



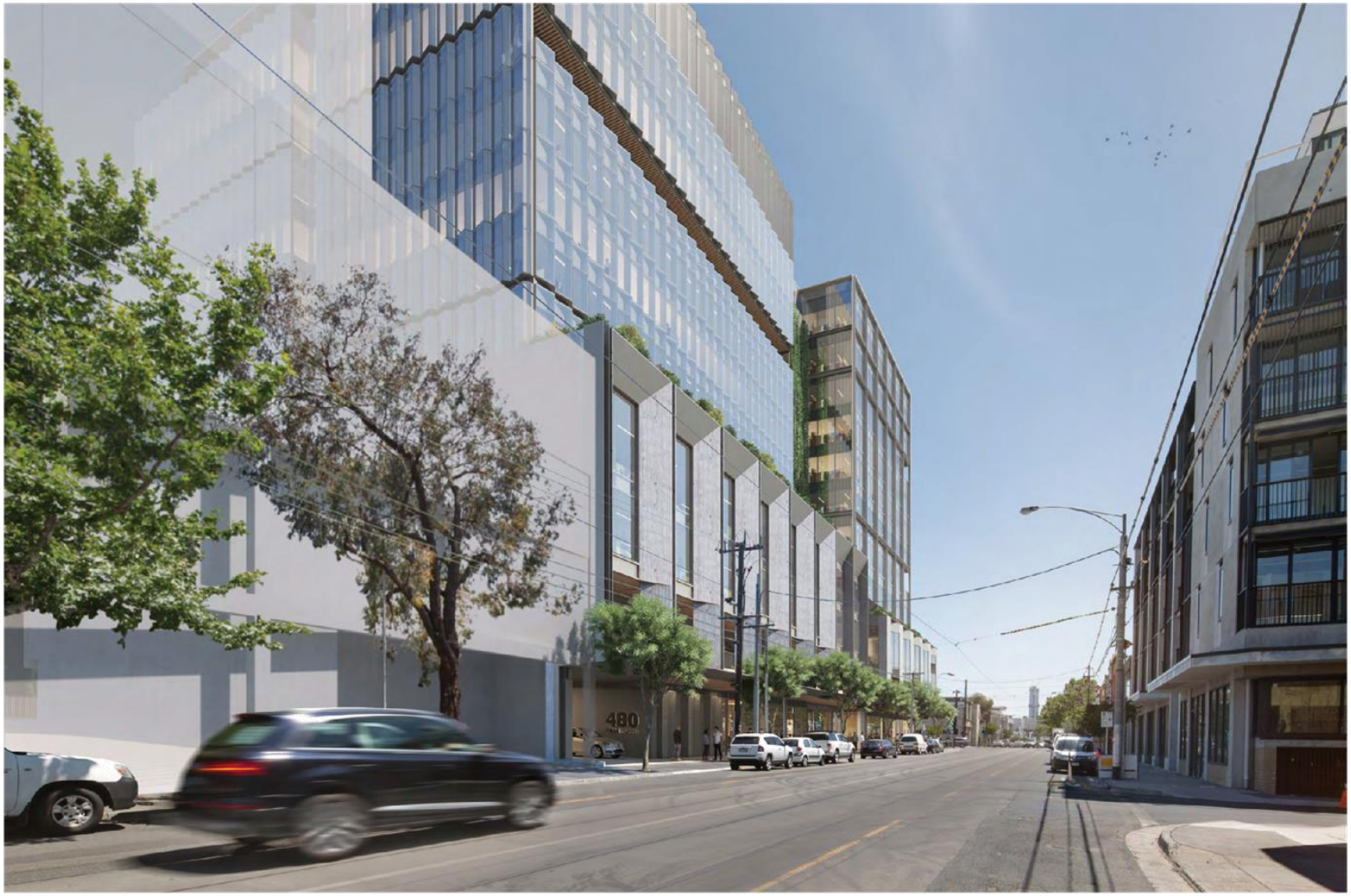
Attachment 12 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 5

Views

Swan Street facing South West



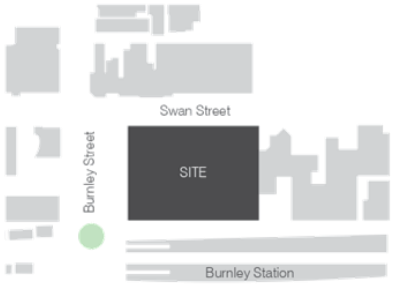
Attachment 12 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 5



Attachment 12 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 5

Views

Burnley Overpass Looking North



Attachment 12 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 5



Attachment 12 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 5

General Notes and Clarifications

Assumptions
Planning Gross Floor Area is defined as the total floor area of a building above ground, measured from the outside of external walls or the centre of party walls, and includes all roofed areas as stated in DDO10.
A parapet height of 1200mm has been assumed at the top of the building and included in the overall building height.

Total Building Height means the vertical distance between the footpath or natural surface level at the centre of the site frontage and the highest point of the building, except for non-habitable architectural features not more than 3000mm in height and building services setback at least 3000mm behind the facade.

Tower - Commercial (typical)
Gross Floor Area (GFA) is calculated in accordance with the Property Council of Australia (PCA) guidelines.

GFA = FECA + UCA based on single line drawing

Unenclosed Covered Area (UCA) - "The sum of all unenclosed covered areas at all building floor levels, including roofed balconies, open verandahs, porches and porticos, attached open covered ways alongside the building(s), usable space under the building(s), unenclosed access galleries (including ground floor) and any other trafficable covered areas of the building which are not totally enclosed by full weight walls. The UCA is computed by measuring from the inside face of any enclosing walls, balustrades or supports, but excludes connecting or isolated covered ways, and eaves, overhangs, sun shading, or awnings unless they relate to clearly defined trafficable covered areas.."

Fully Enclosed Covered Area (FECA) - 'The sum of all fully enclosed and covered building areas at all floor levels, including: basements (except unexcavated portions), garages, floored roof spaces and attics, penthouses, enclosed porches and attached enclosed covered ways, equipment rooms, lift shafts, vertical ducts, staircases and any other fully enclosed spaces and usable areas of the building. The FECA is computed by measuring from the normal inside face of exterior walls, ignoring any projections such as plinths, columns or piers. It excludes open courts, light wells, connecting or isolated covered ways, and net open areas of upper portions of rooms, lobbies, halls, and interstitial spaces etc which extend through the storey being computed.'

Net Lettable Area (NLA) is calculated in accordance with the Property Council of Australia (PCA) guidelines as defined in 'PCA Method of Measurement for Lettable Area - Commercial'. It is calculated by measuring from the internal finished surfaces of permanent internal walls and the internal finished surfaces of the dominant portions of the permanent outer building walls.

Gross Lettable Area - Retail (GLAR) - "The aggregate of floor space contained within a tenancy using the following rules: External Building Walls / Fire Passage Walls Service Passage Walls / Standard & Service Facility Walls - measure from internal finished surface of dominant portion of those walls.

Nominal Ground Level typical floor-to-floor (lobby or retail) = 5000mm.

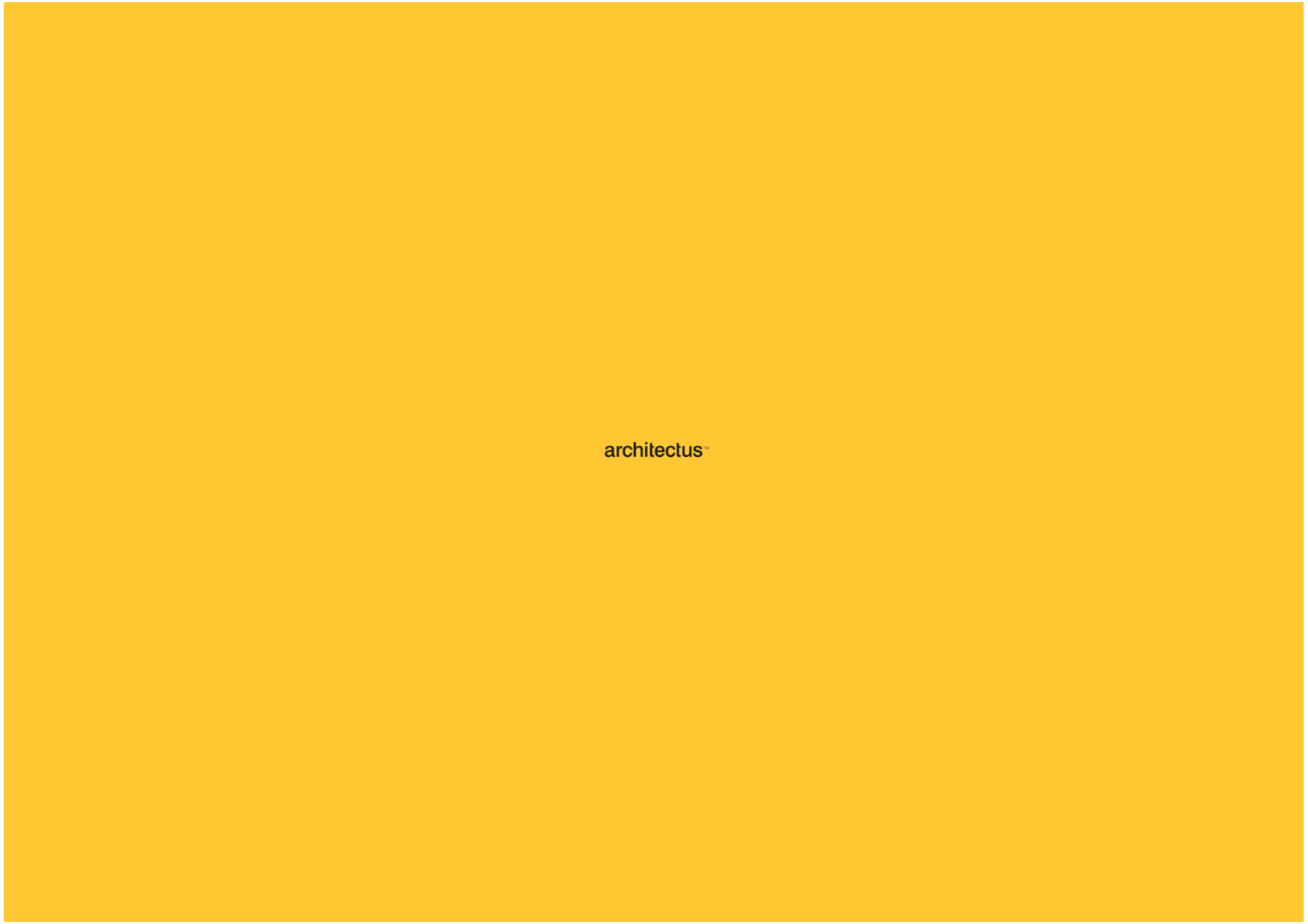
Nominal typical floor-to-floor (above ground) = 3850mm.



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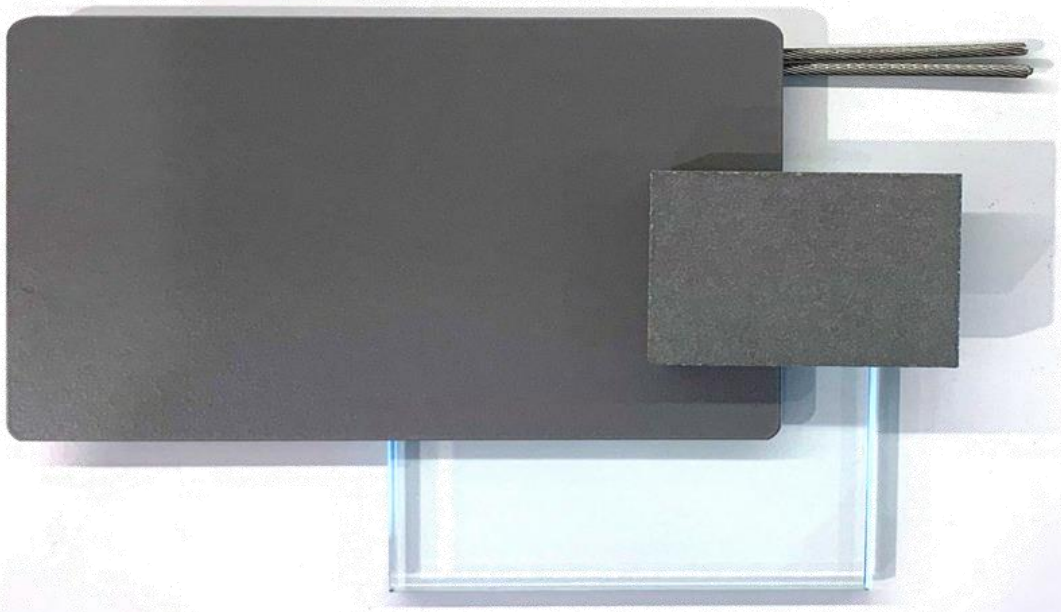
Attachment 12 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 5



Attachment 12 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 5

480 Swan Street, Richmond
Finishes Board 02

architectus™

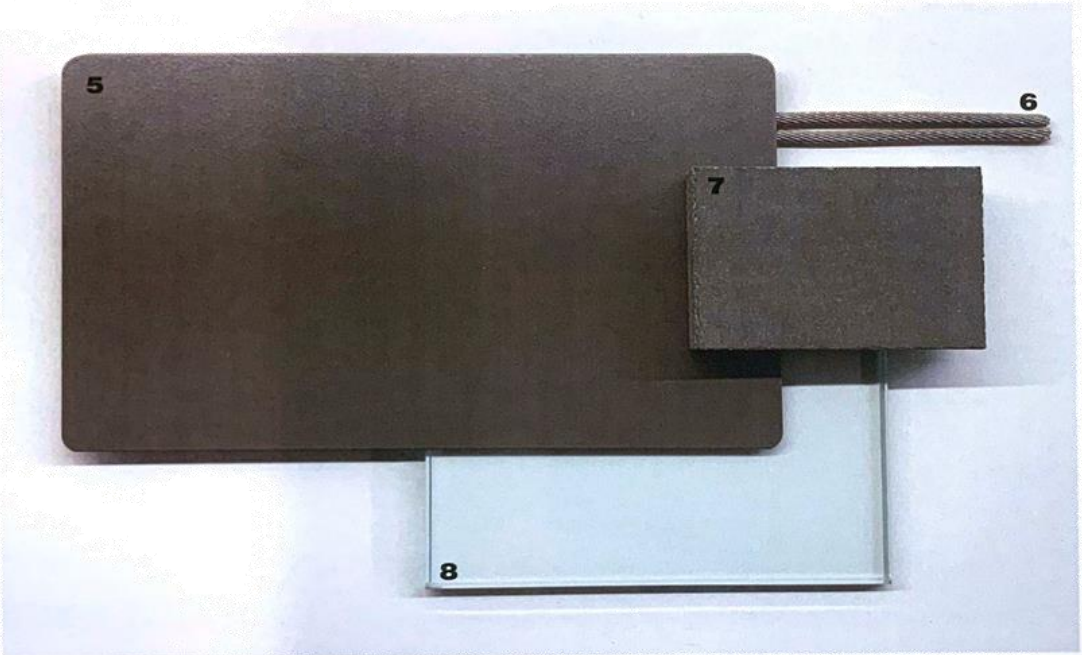


27/03/2020

Attachment 12 - PLN20/0006 - 462 - 482 Swan Street Richmond - S52 Advertising Plans Part 5

Finishes Legend

architectus™



FT01a	Glazed curtain wall system Type 1 - Intergrated Express Mullion	Glazing Sample as submitted on 21/02/2020
FT01b	Glazed curtain wall system Type 2 - Articulated Facade System	Glazing Sample as submitted on 21/02/2020
FT02	Grey Powdercoated Coloured Aluminium Metal	Sample 01 of Finishes Board submitted on 21/02/2020
FT03a	Grey Powdercoated Coloured Aluminium Perforated Facade System	Sample 01 of Finishes Board submitted on 21/02/2020
FT03b	Grey Powdercoated Coloured Aluminium Horizontal Louvre Screen Facade System	Sample 01 of Finishes Board submitted on 21/02/2020
FT04	Grey/Brown Brick with natural finish	Sample 03 of Finishes Board submitted on 21/02/2020
FT05	GRC or similar cladding panel system with a textured finish	Sample 04 of Finishes Board submitted on 21/02/2021
FT06	Glass Shop Front	Sample 08 of this Finishes Board
FT07	Stainless Steel Wire Screen for Landscape	Sample 06 of this Finishes Board
FT08	Aluminium Click on Batten or similar	Sample 02 of Finishes Board submitted on 21/02/2021
FT09	Precast concrete wall	Sample 07 of this Finishes Board
FT10	Glazed curtain wall	Glazing Sample as submitted on 21/02/2020
BL01	Metal Balustrade	Sample 05 of this Finishes Board
LV01	Grey Powdercoated Coloured Aluminium Horizontal Louvres	Sample 05 of this Finishes Board

27/03/2020

MEL
CONSULTANTS

(ACN 004 230 013)

22 CLEELAND ROAD
SOUTH OAKLEIGH VIC 3167
AUSTRALIA

Ref: 36-20-DE-LET-00
19 May 2020

Charter Hall
Attn: Thomas Carter Key

Dear Thomas,

480 Swan Street, Richmond
Response to VIPAC Review

VIPAC have reviewed MEL Consultants Report 36-20-WT-ENV-03 for the environmental wind impacts of the proposed 480 Swan Street development, Richmond. VIPAC have raised a query as to the wind conditions in the proposed outdoor seating area at the west end of the south pedestrian area as shown in Figure 1.

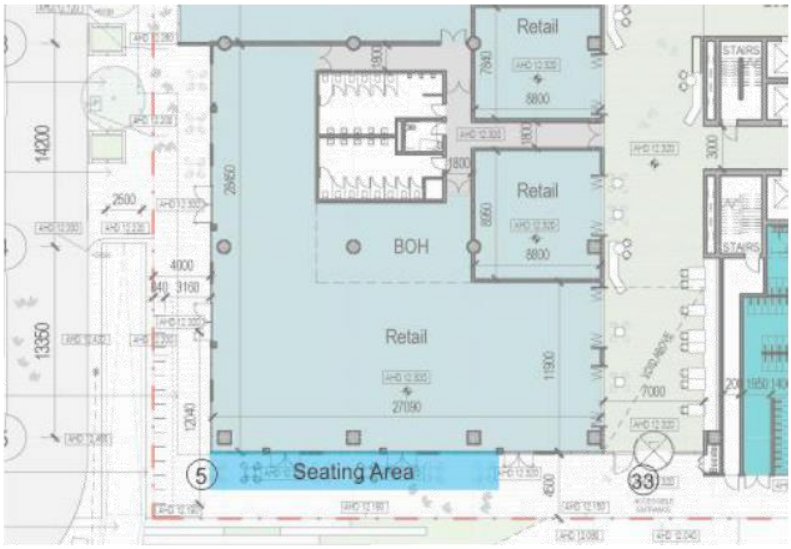


Figure 1: Proposed Outdoor Seating Area

VIPAC have queried the wind conditions in the outdoor area as at Test Location 5 the wind conditions were shown to be above the long term stationary criterion (sitting) for

TELEPHONE: (03) 8516 9680 : Intl +613 8516 9680 FAX : (03) 9562 7055: Intl +613 9562 7055

the south-southeast through west to north wind directions. These wind conditions were due to the local acceleration of wind flow around the southwest corner of the building. It is agreed that the wind conditions around the building corner would not be suitable for a designated outdoor seating area near the corner. Instead it would be suggested that this area be moved east towards the centre of the building as shown in Figure 2. This is closer to Test Location 33 that was shown satisfy the long term stationary criterion for all wind directions. The wind conditions in the revised location would be expected to achieve the long term stationary criterion and local screening around the area, such as 1.2m high screens (removeable – use as required), would assist with achieving the long term stationary criterion. The area up to the southwest corner could be used as outdoor seating on an elective basis when wind conditions permit this usage.

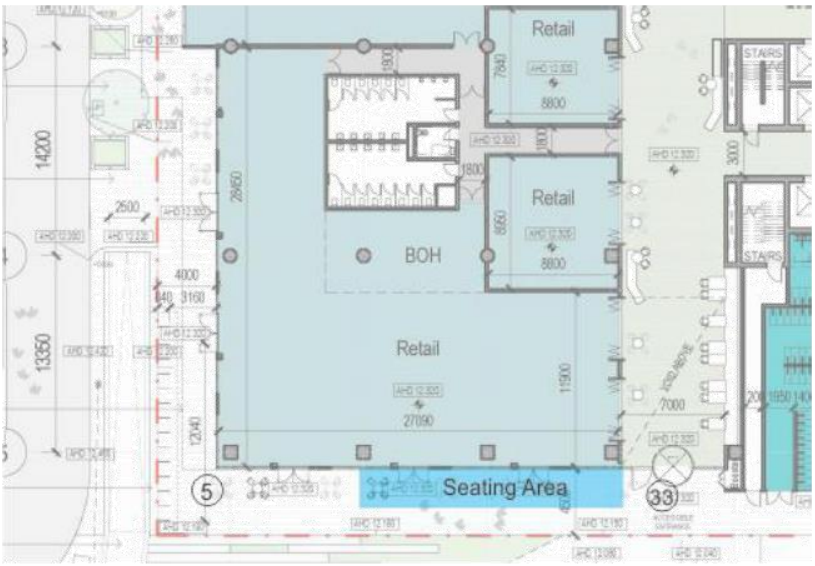


Figure 2: Revised location of the Proposed Outdoor Seating Area

Yours sincerely,

M. Eaddy

M. Eaddy
MEL Consultants Pty Ltd

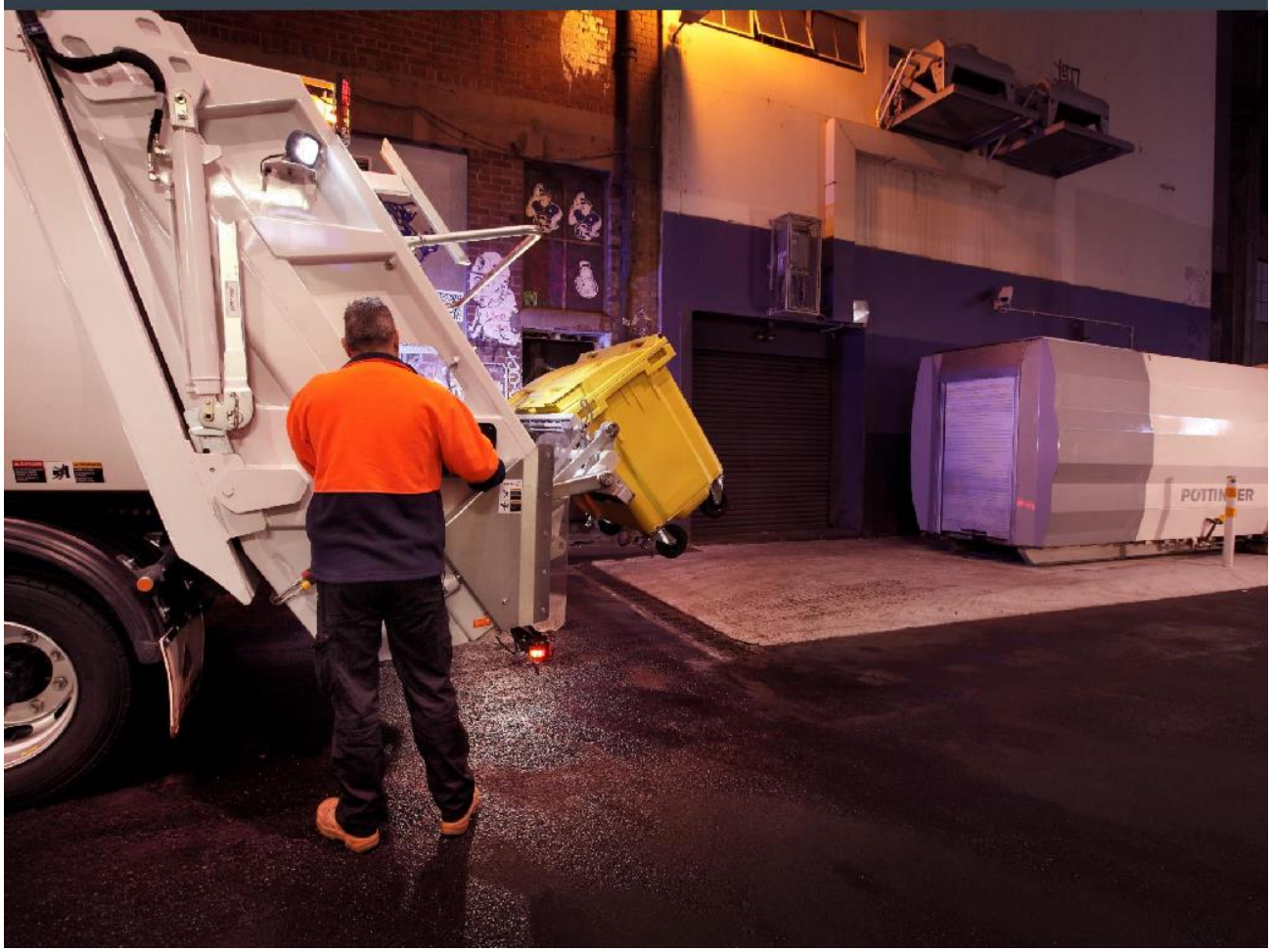
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MAY 2020

480 SWAN STREET, RICHMOND

WASTE MANAGEMENT PLAN

wsp



Attachment 14 - PLN20/0006 - 462 - 482 Swan Street Richmond - Updated Waste Management Plan (21/05/2020)



480 SWAN STREET, RICHMOND
Waste Management Plan

WSP
Level 15, 28 Freshwater Place
Southbank VIC 3006

Tel: +61 3 9861 1111
Fax: +61 3 9861 1144
wsp.com

REV	DATE	DETAILS
A	03/12/2019	Draft Waste Management Plan
B	19/12/2019	Waste Management Plan
C	21/02/2020	Waste Management Plan
D	17/04/2020	Waste Management Plan
E	20/05/2020	Waste Management Plan

	NAME	DATE	SIGNATURE
Prepared by:	Laurence Gamble	20/05/2020	
Reviewed by:	Brad Parker	20/05/2020	
Approved by:	Brad Parker	20/05/2020	

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WST041-20200520-Waste Management Plan-001 RevE

May 2020

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1 SUMMARY

The below is a summary of the waste management strategy proposed for the subject site. The complete report must be read in detail prior to implementing the operational waste management plan.

Located at 480 Swan Street, Richmond, the development will span 12 storeys, generally providing retail space across the ground floor and office spaces from level 01 upwards.

The following waste systems are proposed for the development:

Table 1 Waste Collection Summary

Waste Stream	Equipment	Collection Frequency	Collection Operator
Garbage	9 x 1100L Bins	Three times per week	Private Contractor
Recycling	10 x 1100L Bins	Three times per week	Private Contractor
Food Organics	Food Digester	*Not Required*	*Not Required*

Collections will be undertaken directly from the loading bay provided at ground level via a standard SRV sized collection vehicle or smaller. Collection vehicles will enter the site via the Swan Street access ramp, and will exit the site in a forwards direction via the same access ramp.

The collection vehicle will prop within the loading bay with operators collecting bins directly from the waste room and returning them immediately upon emptying. Bins will not be stored outside of the title boundary or presented to kerb for collection at any time.

Building management will ensure sufficient access is provided for collection vehicle operators during collection times. Typically, operators are provided with keypad/swipe card access to the service doors.

Food organic waste generated throughout the site will be disposed of via an aerobic digester provided at ground level. These units decompose organic matter into a product of just CO_2 and greywater, with no residual waste generated which requires collections.

2 INTRODUCTION

The following Waste Management Plan has been prepared for the proposed commercial development at 480 Swan Street, Richmond.

This Waste Management Plan (WMP) and the waste generation rates therein have been prepared based on the City of Yarra document *Waste Management Plan Policy for Multi-Unit Developments* (2018) and current best practice waste management methodology and technologies commonly available in Australia.

The waste services proposed throughout this Waste Management Plan will be reviewed with respect to any change in the operational requirements of the subject development over time. Revised waste management plans will be issued to Council for approval prior to adoption.

2.1 LAND USE

Client:	Charter Hall
Town Planning Application:	PLN20/0006
Land Use Type:	Commercial
Number of Levels:	12 levels (with 2 additional basement levels)

Table 2 Development Summary

Development Summary	
Use	**Net Leasable Area**
Retail	1,626m^2
Office	32,052m^2

3 WASTE MANAGEMENT PLAN

3.1 WASTE GENERATION

Waste generation rates per week are shown in Table 3. A waste generation assessment prepared in accordance with these rates is shown in Table 4. Calculations are based on a 5 day per week operation for the office spaces and a 7 day per week operation for the retail spaces.

As per direction from the project team, an allowance has been made for several of the retail spaces provided at ground level have been to operate as food and beverage. This will provide for a conservative waste generation assessment.

Any areas considered ancillary to the active uses of the site (circulation, bathrooms, terrace, etc.) are not considered to generate additional waste. Waste generated by these areas is created in service of the active uses of the site and is therefore incorporated into the rates shown below.

Table 3 Waste Generation Rates

Use	Garbage (L/100m²/week)	Recycling (L/100m²/week)	Food Organics (L/100m²/week)
Retail (food and beverage)	1,050	1,400	1,050
Retail (non food)	350	350	-
Office	45	50	5

Table 4 Waste Generation Assessment

Use	NLA	Garbage (L/week)	Recycling (L/week)	Food Organics (L/week)
Retail (food and beverage)	957m²	10,049	13,398	10,049
Retail (non food)	669m²	2,342	2,342	-
Office	32,052m²	14,423	16,026	1,603
	TOTAL	**26,814**	**31,766**	**11,652**

3.2 WASTE SYSTEMS

Waste shall be sorted on-site by staff / cleaners as appropriate into the following streams:

- Garbage (General Waste)
- Commingled Recycling
- Food Organics
- Hard Waste
- Electronic Waste

Throughout the development it will be ensured that it is as easy to dispose of recyclable materials as it is garbage. This will be achieved by ensuring the development is appropriately furnished with bin stations throughout the various tenancies, ancillary spaces and communal areas. The bin stations are to be clearly signed such that waste stream separation is easily identifiable and correct use of the bins is upheld.

Bin stations encourage the separation of recyclable materials. This system incorporates the provision of multiple bins for different waste streams at central locations and common areas for ease of disposal. This system is beneficial, as users are required to make a conscious decision as to which bin they place their items. This typically results in a reduced volume of garbage (landfill). In addition, the use of bin stations minimises the number of locations cleaners are required to service throughout the development.

Figure 1 Example Bin Station Application



Brand: *Ecobins*



Brand: *Method Bins*

Staff/cleaners will utilise the goods lift and/or back of house (BoH) access corridor in accessing the waste room (and the appropriate equipment therein) as required. All waste transfer paths are to be exclusively within the site title boundary and do not require cleaners/tenants to exit title to perform operations. Transfer routes for waste collections do not include stairs or gradients greater than 1:14.

3.2.1 GARBAGE AND COMMINGLED RECYCLING

Each space of the development shall have provision for plastic lined garbage and commingled recycling bins for the temporary holding of waste, to have minimum cumulative holding capacities as shown in Table 5.

The "Transfer Rate" refers to the frequency at which waste should be transferred by cleaners/staff from the temporary holding bins to the waste room ground level for disposal per day.

Table 5 Garbage & Commingled Recycling – Temporary Waste Storage Requirements

Use	Garbage Capacity	Recycling Capacity	Transfer Rate
Retail (food and beverage)	50L/100m²	70L/100m²	Three times per day
Retail (non food)	50L/100m²	50L/100m²	Once per day
Office	10L/100m²	10L/100m²	Once per day

In disposing of waste generated throughout the office spaces, cleaning staff will generally utilise service trolleys to collect and transfer waste from these bins to the appropriate waste room at ground level, with waste from the service trolleys to be decanted into the larger 1100L bins provided therein (see Appendix A).

In disposing of waste generated throughout the retail spaces, staff/cleaners will transfer waste from these bins directly to the appropriate waste room at lower ground level and into the larger 1100L bins provided therein (see Appendix A).

Garbage is to be disposed of bagged. Commingled recyclables are to be disposed of loosely, with any plastic liners to be disposed of within the garbage bins.

3.2.2 FOOD ORGANICS

DIGESTER UNIT

An aerobic digester unit will be used for the processing of food waste generated throughout the development as appropriate, to be stored within the waste room at ground level (see Appendix A).

Digesters utilise natural microorganisms and the presence of oxygen to decompose organic substances. The microorganisms feed on the organic substances within the digester unit, decomposing them into a product of just CO_2 and greywater (with no residual food waste). As such, no residual waste bins for organic material will be required for collection. Any greywater discharge is stable and permitted to be discharged into the local sewerage network.

At the time of which this report is dated, digesters are required to be registered with the local water authority as part of the trade waste agreement for the development.

Figure 2 Example Food Organics Equipment – Digester (Left), Organics Trolley (Right)





DISPOSAL METHODOLOGY - RETAIL

Retail spaces (those operating with food and beverage) shall be furnished with plastic tubs (typically 20L in size) for the temporary holding of organic waste. These plastic tubs will be stored within the respective back of house areas of each tenant. Tubs can be stacked and transferred via trolleys if desired (see Figure 2).

Staff and/or cleaners will manually empty organic waste from these bins directly into the digester unit provided within the waste room at ground level (see Appendix A). Organic waste is to be disposed of loosely into the digester.

DISPOSAL METHODOLOGY – OFFICE

To assist in the transfer of organic waste, areas of the office spaces in which food is either prepared or eaten shall have provision for "kitchen caddys" (see Figure 2) for the temporary holding of food organics. Kitchen caddys may be lined with paper (i.e. newspaper) if desired.

Cleaning staff will manually empty organic waste from these kitchen caddys directly into the digester unit provided within the ground level waste room (see Appendix A) on a daily basis. Organic waste is to be disposed of loosely into the digester.

3.2.3 HARD WASTE, ELECTRONIC WASTE

A dedicated hard waste area of 5.00m^2 is to be provided within the waste room at ground level, to be accessed directly by commercial tenants (both office and retail) as appropriate (see Appendix A).

Of the area provided, approximately half will be dedicated to the disposal of e-waste. It is recommended a 240L E-waste bin be incorporated into this area for the disposal of smaller e-waste goods (such as phones and computer keyboards), with larger goods (such as televisions and computer monitors) being disposed of across the remaining floor space.

Hard waste and electronic waste will be collected as separate streams by a private collection contractor on an as required basis.

3.3 BIN QUANTITY, SIZE AND COLLECTION FREQUENCY

Table 6, Table 7 and Table 8 contain information regarding bin quantity, size and frequency of collection.

It is noted that due to the variance between capacities and actual volumes from time to time fewer bins than those specified may be required to be collected. Only full bins will be presented for collection.

Table 6 Garbage Bin Information and Capacity

Garbage			
No. Bins	**Collections Per Week**	**Weekly Capacity**	**Weekly Volume**
9 x 1100L	3	29,700L	26,814L

Table 7 Commingled Recycling Bin Information and Capacity

Commingled Recycling			
No. Bins	**Collections Per Week**	**Weekly Capacity**	**Weekly Volume**
10 x 1100L	3	33,000L	31,766L

Table 8 Typical Bin Dimensions

Typical Bin Dimensions (mm)			
Capacity	**Width**	**Depth**	**Height**
1100 litre	1240	1070	1330

3.4 DIGESTER SIZE AND CAPACITY

Table 9 and Table 10 contain information regarding the processing capacity and size of the food digester to be utilised by the development.

Due to their operational processes and low energy consumption, digester units generally remain operational across the entirety of the day. As such, the weekly digester capacity has been calculated under the assumption of a 24 hour per day, 7 day per week operation. There exists sufficient capacity within the digester to operate under fewer hours per day if required.

Note that the specifications listed within Table 9 and Table 10 are for reference only and must be confirmed with the nominated supplier prior to any works commencing.

Table 9 Digester Size and Capacity

Food Organics			
Equipment	**Processing Capacity**	**Weekly Capacity**	**Weekly Volume**
1 x Digester	500kg/day	13,200L	11,652L
**As the digester unit will decompose organic matter into a product of just CO_2 and greywater, no residual waste bins for organic material will be required for collection.*			

Table 10 Typical Digester Dimensions

Typical Digester Dimensions			
Capacity	**Width (mm)**	**Depth (mm)**	**Height (mm)**
500kg/day	1740	900	1250

3.5 WASTE STORAGE AREA & LOCATION

Table 11 demonstrates the cumulative area requirements (excluding circulation) and provision of waste areas.

Table 11 Waste Storage Area Requirement

Waste Store	Usage	Area Required	Area Provided
Waste Room (Ground Level)	9 x 1100L Garbage Bins	11.88m²	136.00m²
	10 x 1100L Recycling Bins	13.20m²	
	1 x Food Digester	1.57m²	
	Hard Waste / E-Waste	5.00m²	
	TOTAL	**31.65m²**	**136.00m²**

Please refer to scaled waste room drawing shown in Appendix A.

3.6 BIN COLOUR AND SUPPLIER

All bins will be provided by private supplier. The below bin colours are specified by Australian Standard AS4123.7 2006, however due the private nature of the collection, these are only recommendations and are not mandatory:

- Garbage (general waste) bins shall have red lids with dark green or black body.
- Recycle bins shall have yellow lids with dark green or black body.
- E-Waste bins shall have white lids with dark green or black body

Private collection contractors often supply their own bins for collection.

3.7 SIGNAGE

Waste storage areas and bins will be clearly marked and signed with the industry standard signage approved by Sustainability Victoria (such as that illustrated in Figure 3 below) or equivalent.

Users will be instructed by building management to adhere to these requirements.

Figure 3 Sustainability Victoria Waste Signage



3.8 WASTE COLLECTION METHODOLOGY

Waste will be collected by a private contractor as outlined in Table 12.

Table 12 Waste Collection Summary

Waste Stream	Equipment	Collection Frequency	Collection Operator
Garbage	9 x 1100L Bins	Three times per week	Private Contractor
Recycling	10 x 1100L Bins	Three times per week	Private Contractor
Food Organics	Food Digester	*Not Required*	*Not Required*

Collections will be undertaken directly from the loading bay provided at ground level via a standard SRV sized collection vehicle or smaller. Collection vehicles will enter the site via the Swan Street access ramp, and will exit the site in a forwards direction via the same access ramp (see Appendix B for swept path diagrams).

The collection vehicle will prop within the loading bay with operators collecting bins directly from the waste room and returning them immediately upon emptying (see Appendix A). Bins will not be stored outside of the title boundary or presented to kerb for collection at any time.

Building management will ensure sufficient access is provided for collection vehicle operators during collection times. Typically, operators are provided with keypad/swipe card access to the service doors.

Food organic waste generated throughout the site will be disposed of via an aerobic digester provided at ground level. These units decompose organic matter into a product of just CO_2 and greywater, with no residual waste generated which requires collections.

4 ADDITIONAL INFORMATION

4.1 STANDARDS & COMPLIANCE

4.1.1 VENTILATION

Ventilation will be provided in accordance with Australian Standard AS1668.

4.1.2 WASHING AND VERMIN PROTECTION

An appropriately drained wash down area will be provided within the loading bay in which each bin is to be washed regularly by building management. Bin washing areas or bin wash bays must discharge to a grease trap.

Alternatively, a third party bin washing service can be engaged to perform this service. Bin washing suppliers must retain all waste water to within their washing apparatus and not impact on the drainage provisions of the site.

4.1.3 NOISE REDUCTION

All waste areas shall meet BCA and AS2107 acoustic requirements as appropriate with operational hours and collection times assigned to minimise acoustic impact on surrounding premises.

4.2 RISK ASSESSMENT

Table 13 outlines waste items for consideration for the formation of a site risk register by building management. Note that the below is not intended (or to be considered) as a complete list of risks for the site.

Table 13 Risk Assessment

Risk	Risk Category (Likelihood; Impact)	Mitigation Measure
Injury sustained through improper waste handling.	Possible; Moderate	Training should be provided to staff / cleaners addressing correct manual handling techniques in accordance with *Occupational Health and Safety Act* (2004) and associated regulations. Staff / cleaners should be further provided with personal protective equipment as appropriate. A suitable path of travel between the waste room, loading dock and commercial facilities is available throughout the site. Staff / cleaners will not be required to transverse steps or any grades greater than 1:14 in disposing of waste.
Injury sustained through waste collection operations.	Possible; Moderate	Garbage and recycling bin size limited to a maximum 1100L specified for both garbage and recycling, as per common industry practice. Loading dock provided at grade within waste room. Collection operators will **not** need to transfer bins across improper grades. Further separation of food organics will further minimise garbage bin weight.
Overflow of waste (i.e. bins filled to over-capacity) resulting in slipping / tripping hazard for users.	Possible; Moderate	Waste design provided such that adequate bin capacity is provided for all streams, as to avoid bin overflow.

		Waste transfer paths and storage facilities will be sealed and cleaned routinely. Building management (or equivalent) to ensure that an appropriate cleaning/maintenance regime is implemented to maintain the slip rating of floor surfaces as appropriate, and to remove any water or waste spillages when required.
Equipment damage resulting from untrained staff using equipment, resulting in equipment down time.	Possible; Low	Only trained personnel as nominated by building management (or equivalent) should permitted to utilise waste equipment. The organic digester should be operated in accordance with the equipment supplier guidelines / requirements.
Conflict between pedestrians (public and/or staff) and collection vehicle.	Unlikely; High	Collection vehicles will both enter and exit the site in a forwards direction, providing a direct line of site for pedestrian interference. Collections will be undertaken outside typical development operational hours, during which pedestrian activity throughout the surrounding areas will be minimal. Loading dock layout should cater for nominated vehicle sizes, clear zones and loading areas.
Improper ventilation measures provided.	Unlikely; Low	Refer Section 4.1.1
Improper measures vermin protection measures provided.	Unlikely; Low	Refer Section 4.1.2
Improper noise reduction measures provided.	Unlikely; Low	Refer Section 4.1.3

4.3 HIGH LEVEL PURCHASING SCHEDULE

Table 14 lists the waste equipment required for the development under the conditions proposed within this report. A complimentary list of suppliers is provided for convenience.

Table 14 Equipment Supply Schedule

Item	Supplier	Typical Services Requirement(s)**	Quantity / Notes
1100L Bin	Private Supplier* *(SULO or equivalent)*	nil	9 No. Garbage 10 No. Recycling
Food Digester	Private Supplier *(ORCA or equivalent)*	***Power***: 240V 10A per unit ***Water***: Cold ½'' water connection ***Drain:*** Min. 3'' sanitary drain connection (via grease trap to authority requirement	1 No. 500kg/day capacity Regular maintenance required
**Private waste collection contractors often supply their own bins for collection.* ***Services requirements are indicative only and must be confirmed with the manufacture prior to commencement of construction*			

4.4 SUPPLIER CONTACT INFORMATION

A complimentary listing of contractors and equipment suppliers is provided in Table 15 below for your reference. You are not obligated to procure goods/services from these companies. This is not, nor is it intended to be, a complete list of available suppliers. WSP does not warrant (or make representations for) the goods/services provided by these suppliers.

Table 15 Supplier Contact List

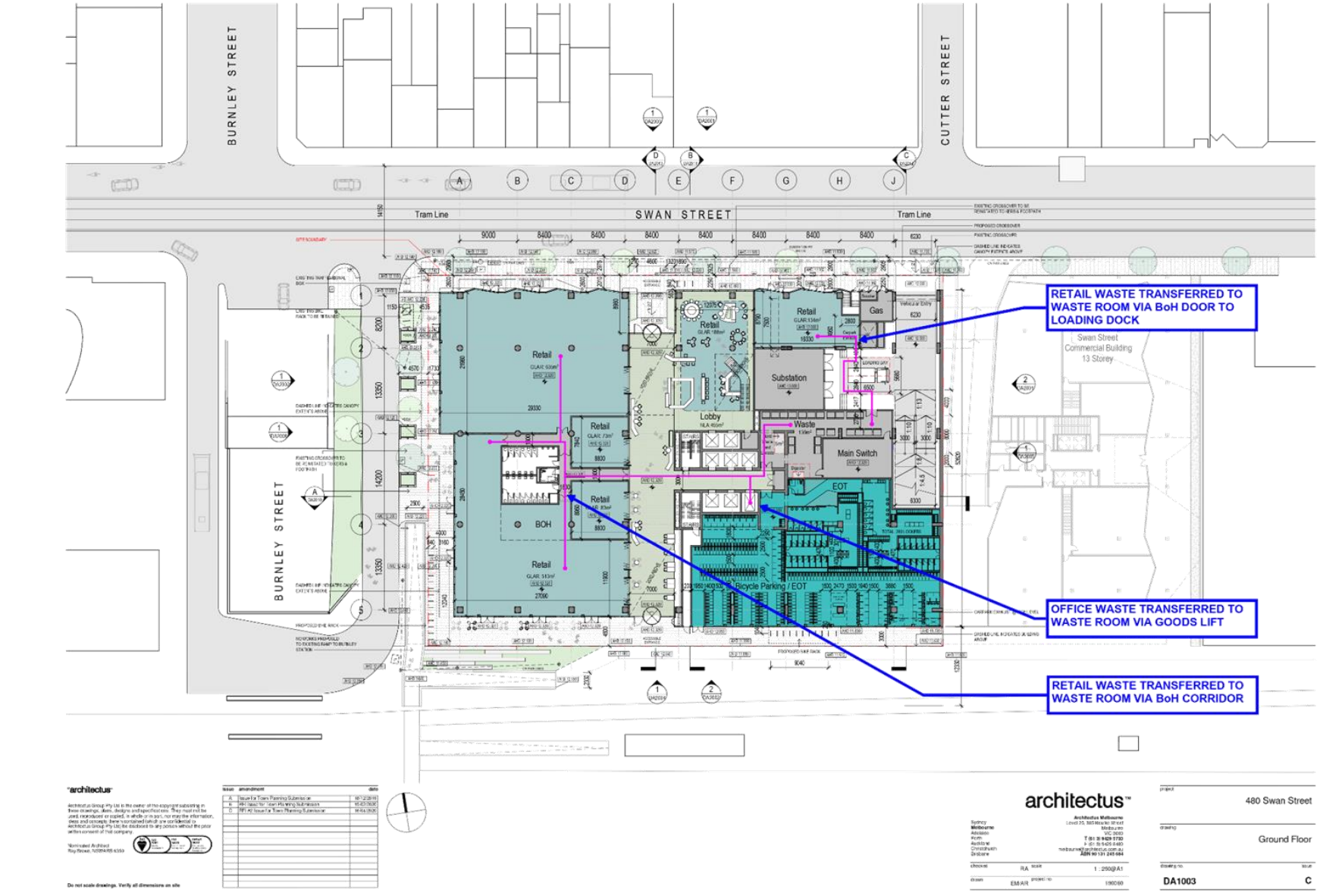
Service Type	Contractor / Supplier Name	Phone	Website
Private Waste Collectors	Citywide Service Solutions	(03) 9261 5000	www.citywide.com.au
	SUEZ Environment	13 13 35	www.sita.com.au
	Cleanaway	13 13 39	www.cleanaway.com.au
	Veolia	132 955	www.veolia.com
Equipment Suppliers	ORCA (*Food Digesters*)	1855 355 6722	www.feedtheorca.com
	PowerKnot (*Food Digesters*)	(02) 6627 6360	www.powerknot.com
	Waste to Water (WTW) (*Food Digesters*)	1300 552 460	www.wastetowater.com.au
	Sulo Australia *(Bins)*	1300 364 388	www.sulo.com.au
Bin Washing Services	The Bin Butlers	1300 788 123	www.thebinbutlers.com.au
	Kerbside Clean-A-Bin	(03) 9830 7381	www.kerbsidecleanabin-srp.com.au
	Calcorp Services	1800 225 267	www.calcorpservices.com.au
	WBCM Environmental Australia	1300 800 621	www.wbcm-aust.com.au
E-waste Collection Services	TechCollect	1300 229 837	www.techcollect.com.au
	Mobile Muster *(Mobile Phones)*	1800 249 113	www.mobilemuster.com.au
	ToxFree *(Secure E-waste Destruction)*	1300 869 373	www.toxfree.com.au

Attachment 14 - PLN20/0006 - 462 - 482 Swan Street Richmond - Updated Waste Management Plan (21/05/2020)

APPENDIX A

SCALED WASTE ROOM DRAWINGS

Attachment 14 - PLN20/0006 - 462 - 482 Swan Street Richmond - Updated Waste Management Plan (21/05/2020)

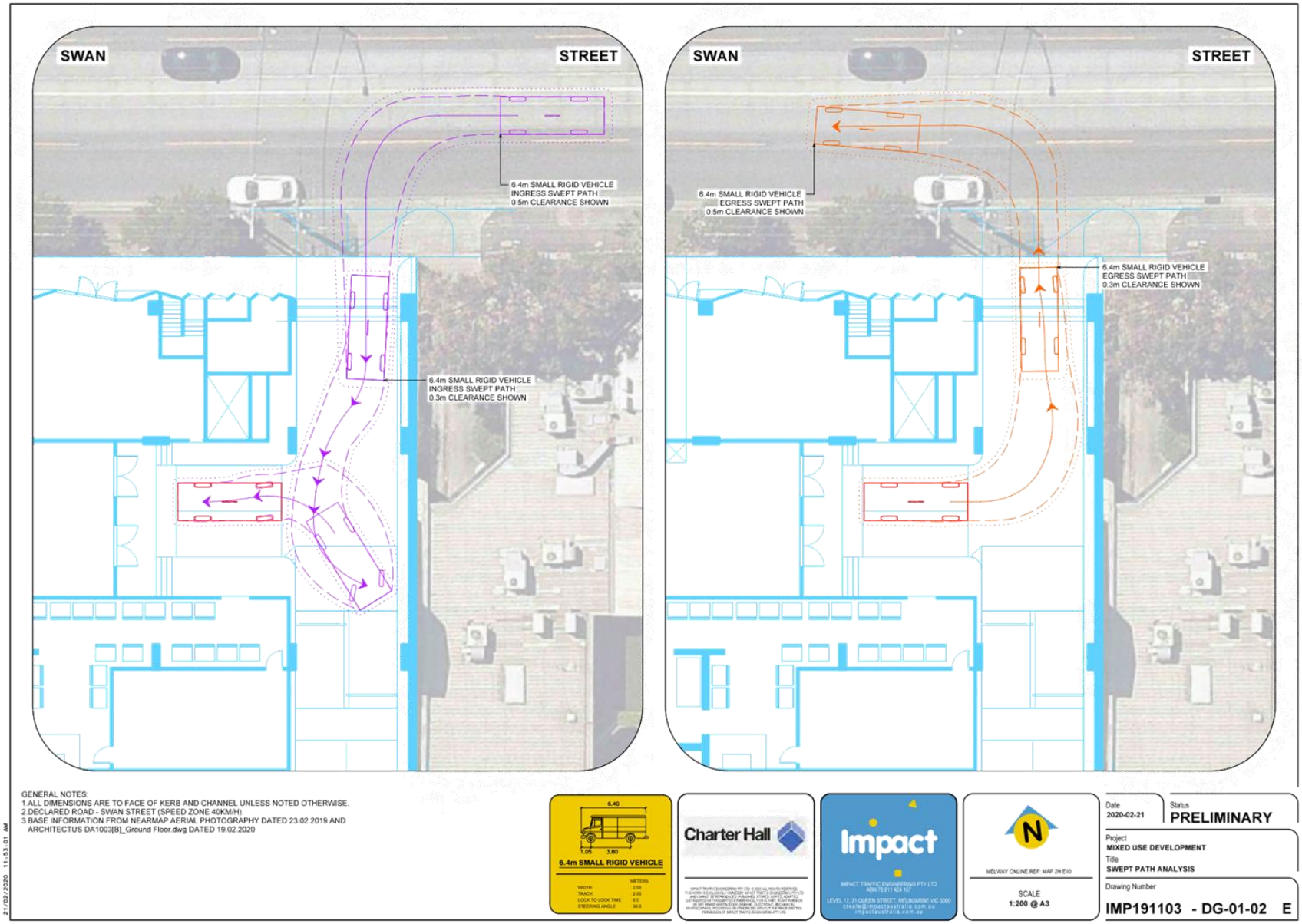


Attachment 14 - PLN20/0006 - 462 - 482 Swan Street Richmond - Updated Waste Management Plan (21/05/2020)

APPENDIX B

SWEPT PATH DIAGRAMS

Attachment 14 - PLN20/0006 - 462 - 482 Swan Street Richmond - Updated Waste Management Plan (21/05/2020)



Attachment 15 - PLN20/0006 - 462 - 482 Swan Street Richmond - Without Prejudice Sketch Plans (05/06/2020)

Human Habitats
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03 9909 2202

5 June 2020

Michelle King
Acting Principal Planner
Yarra City Council
333 Bridge Road
Richmond VIC 3121

Dear Michelle

WITHOUT PREJUDICE
RESPONSE TO MGS ARCHITECTS URBAN DESIGN REFERRAL
PLN20/0006 - 462-482 SWAN STREET, RICHMOND

Human Habitats continues to act on behalf of the applicant, Charter Hall, in relation to the planning permit application (PLN20/0006) for the land at 462 – 482 Swan Street, Richmond (the subject site) and provide letter and accompanying material on a without prejudice basis in response to Council's external urban design referral comments prepared by MGS Architects.

This letter is accompanied by a Without Prejudice Massing Study prepared by Architectus, which provides a comparison between the proposal and the without prejudice proposed setbacks.

We agree in principle to the four recommendations made in the MGS Architects urban design referral and provide the below response to each recommendation.

1 Recommendation 1 (Podium & Street Wall Interfaces)

Recommendation 1 seeks to provide greater diversity of expression of the podium and requires that the podium expression is further developed to capture the character and history of the area. We accept Recommendation 1 and will provide a podium concept next week that responds to this recommendation.

2 Recommendation 2 (Side & Rear Setback)

Recommendations 2 seeks to erode the south-east corner of the proposal to soften the building as viewed from the south-east. In order to achieve this MGS Architects have included in Recommendation 2 the provision of an 8m setback from the eastern boundary along the southern portion of Level 11 and the provision of a southern terrace at Level 11. While we agree in principle with the intent Recommendation 2, the 8 metre setback recommended cannot be reasonably accommodated by the proposal as it:

- Compromises the functionality of the south-eastern portion of the Level 11.
- Reduces the capacity of this Level 11 to provide passive surveillance to the south-east.
- Conflicts with the structural components of Level 11.

In order to address the intent of Recommendation 2 and the above issues, an alternative solution is proposed and illustrated in the Without Prejudice Massing Study. These plans adopt the terrace are along the southern edge as recommended by MGS Architects, whilst provide a minor variation to the recommended setback reducing it in

the order of 1.8 metres in order to ensure that the structural grid is not unreasonably impacted by the setback. In addition to this, the proposed setback ensures that the south-eastern portion of Level 11 can continue to provide office floor space, rather than a circulation space.

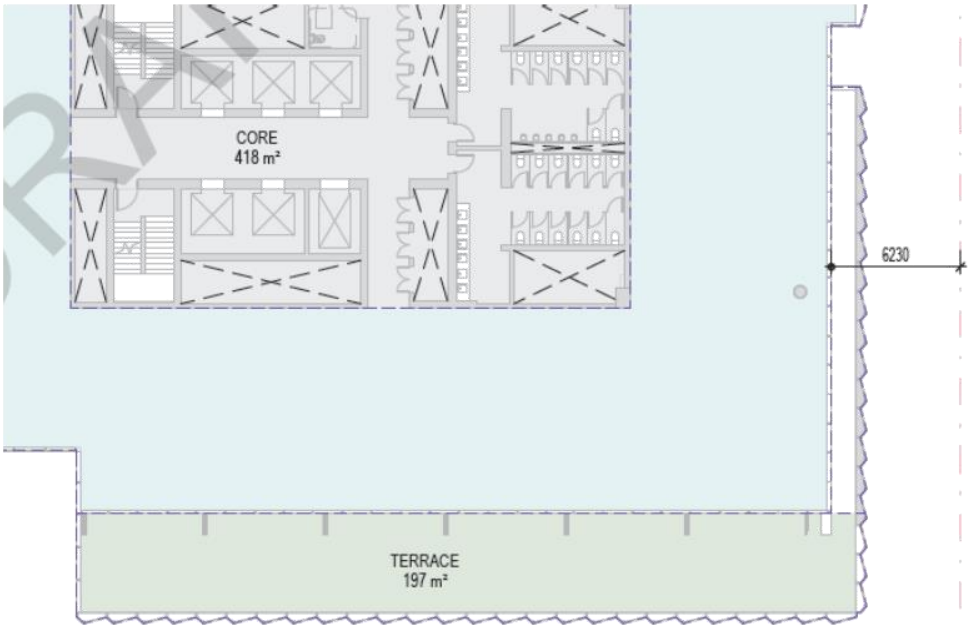


Figure 1 – Extract from the Without Prejudice Massing Study showing the proposed setback from the eastern boundary, noting it has consideration to the structural grid.

In addition to improving functional elements of the proposal, the proposed setback (in combination with the modifications to the roof plant) have significantly softened the south-east corner of the building, creating ensuring that Level is viewed as recessive from the south-east. The changes to the south-eastern portion of the proposal (as shown in the below figures) create a clearer hierarchy between the Swan Street and Burnley Station elements of the proposal.

In addition to this, this setback also reduces the length of shadows on Burnley Station, which is the key focus of Recommendation 3(A) below. (we note additional shadow analysis will follow shortly).



Figure 2 – Submitted Proposal



Figure 3 – Proposed alternative response

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3 Recommendation 3(A – South-West Interface)

Recommendations 3(A) seeks to mitigate overshadowing impacts of the Burnley Station platform by eroding the south-western corner of the proposal. In order to achieve this MGS Architects have included in Recommendation 3(A) the provision of a 13.5 metre setback from the western façade along the southern portion of Level 10 and a 12 metre setback from the southern façade along the western portion of Level 10. While we agree in principle with the intent Recommendation 3(A), the extent of the setbacks recommended do not respond to the constraints of the proposal and their effects that cannot be reasonably accommodated, as they:

- Compromise the functionality of the south-western portion of the Level 10.
- Further reduction of the width between the core and southern wall, creating flow/movement conflicts.

In order to address both the intent of Recommendation 3(A) and the above issues, an alternative solution is proposed and illustrated in the Without Prejudice Massing Study. The proposed setbacks are marginally reduced from those recommended, with the proposal adopting the terrace within the south-west corner of Level 10. As recommend by MGS Architects, the proposed setbacks for the south west corner is also applied to Level 11. The setbacks as proposed ensure that the pinch point between the core and the southern wall is not further constrained thereby ensuring good circulation around the core is maintained. In addition to this the proposed setbacks respond to the intent of Recommendation 3(A) by reducing the prominence of the south-west corner of the proposal and the shadows it casts.

In order to demonstrate the reduction to the overshadowing impacts achieved by the proposed amendment, additional shadow studies will be provided next week. However, we note the erosion of both the south-east and south-west corners as shown in the Without Prejudice Massing Study result in a significant reduction in the extent of shadows cast. Thereby ensuring that the proposal does not result in any unreasonable loss of amenity to commuters at Burnley Station.

The below Figures highlight that the proposed changes will conceal the plant when viewed from the south-west.



Figure 4 – Submitted Proposal



Figure 5 – Proposed alternative response

4 Recommendation 3(B – Wind)

Recommendation 3(B) seeks to ensure that the wind conditions are acceptable for stationary activities in the ground alfresco and terrace areas. We accept Recommendation 3(B – Wind) and would accept a condition to this effect.

Attachment 15 - PLN20/0006 - 462 - 482 Swan Street Richmond - Without Prejudice Sketch Plans (05/06/2020)

5 Summary

The Without Prejudice Massing Study provides an alternative response that we believe addresses the intentions of the MGS Architects recommendations, whilst ensuring that the modified floor plates remain functional and consistent with the structural elements of the building. It is our view that the proposed setbacks as shown in the Massing Study provide an acceptable alternative to that proposed by Recommendation 2 & 3(A).

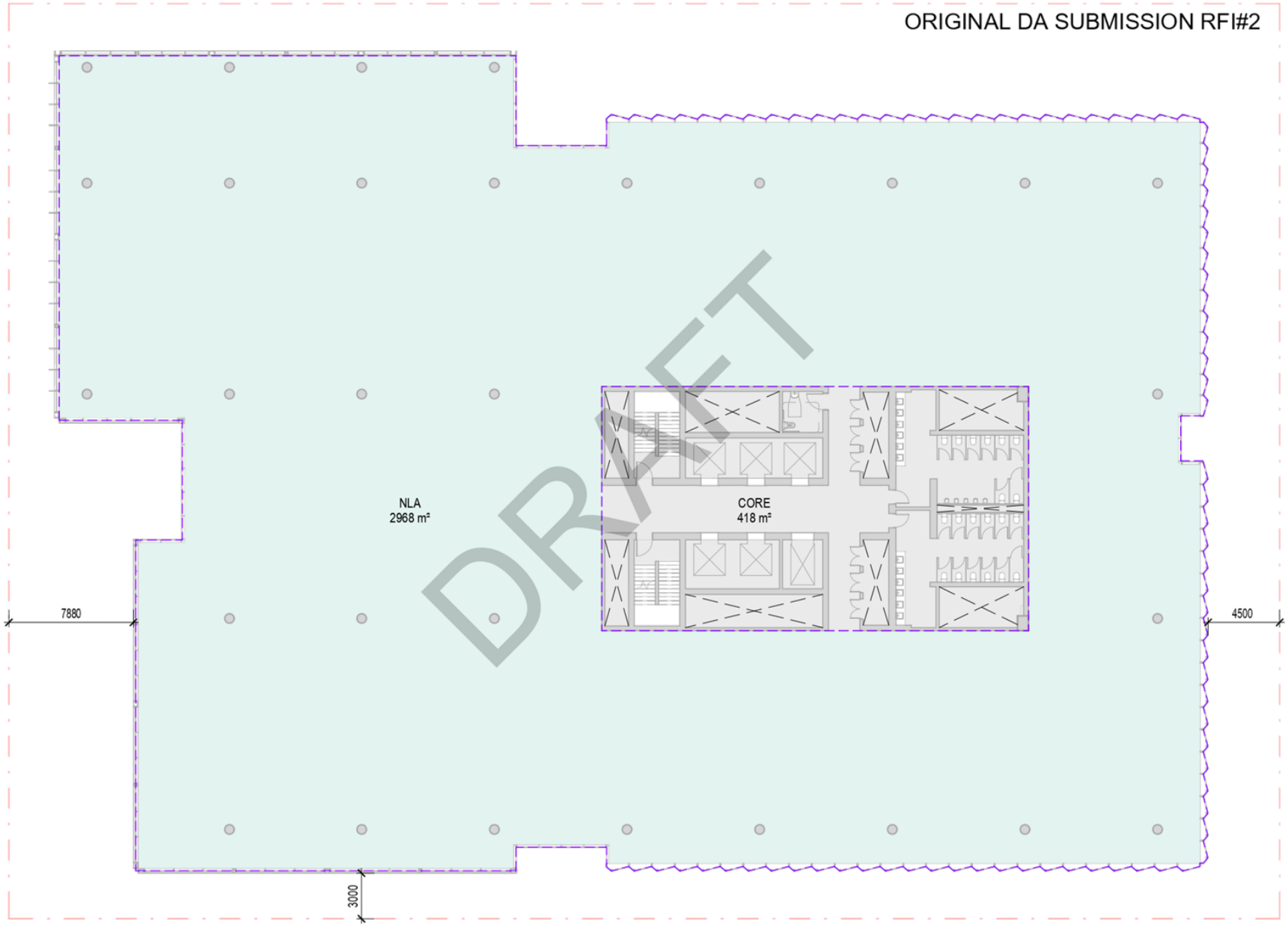
As outlined above, this material is provided on a without prejudice basis and we intend to expand upon this information with additional supporting material next week. In addition to this, we will also provide additional responses to the referral comments received to date.

If there are any further matters at this time, please do not hesitate to contact the undersigned on 03 9909 2202 or by email to jgrech@humanhabitats.com.au.

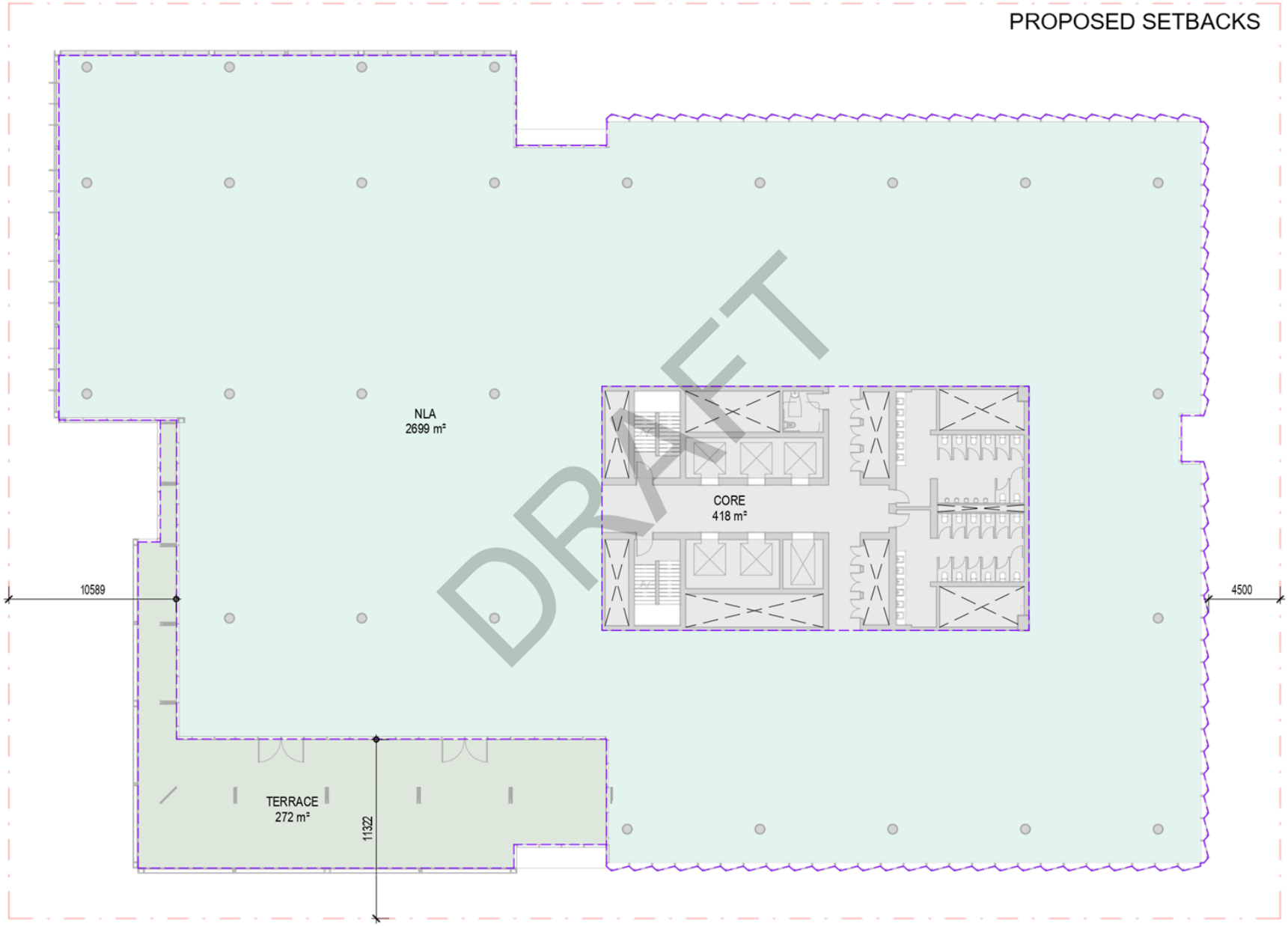
Yours sincerely

Joe Grech
Senior Planner

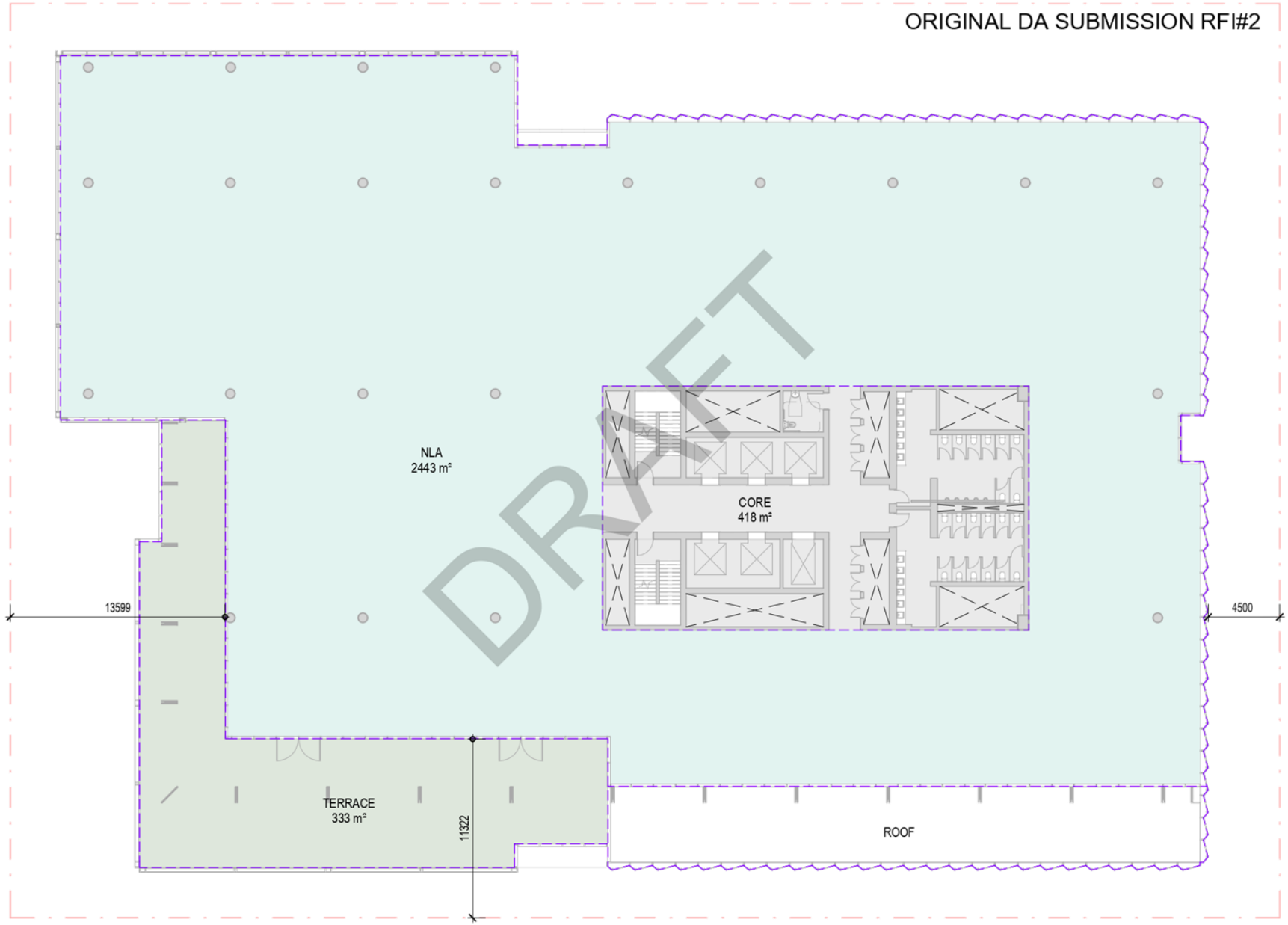
Attachment 15 - PLN20/0006 - 462 - 482 Swan Street Richmond - Without Prejudice Sketch Plans (05/06/2020)



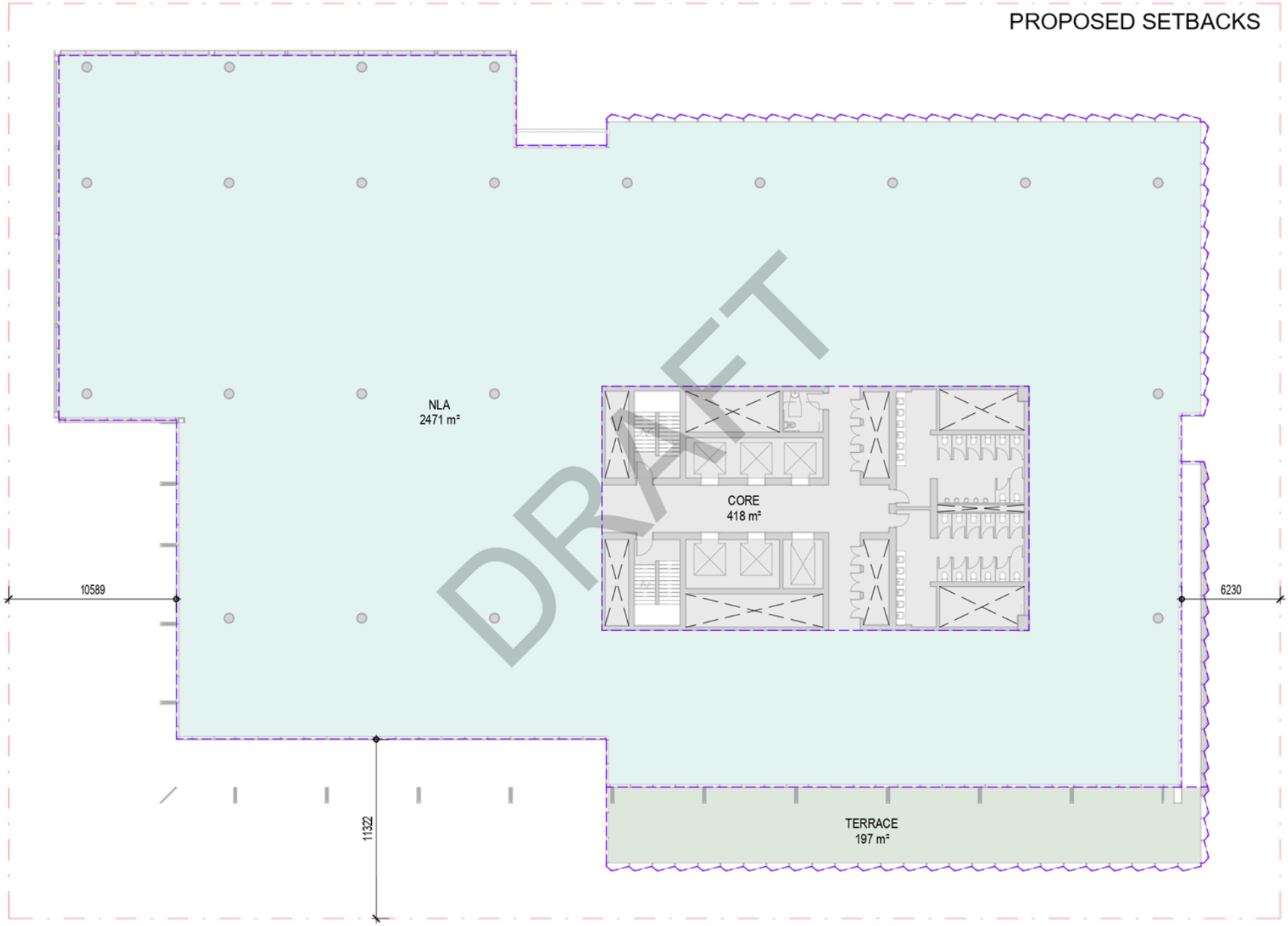
Attachment 15 - PLN20/0006 - 462 - 482 Swan Street Richmond - Without Prejudice Sketch Plans (05/06/2020)



Attachment 15 - PLN20/0006 - 462 - 482 Swan Street Richmond - Without Prejudice Sketch Plans (05/06/2020)



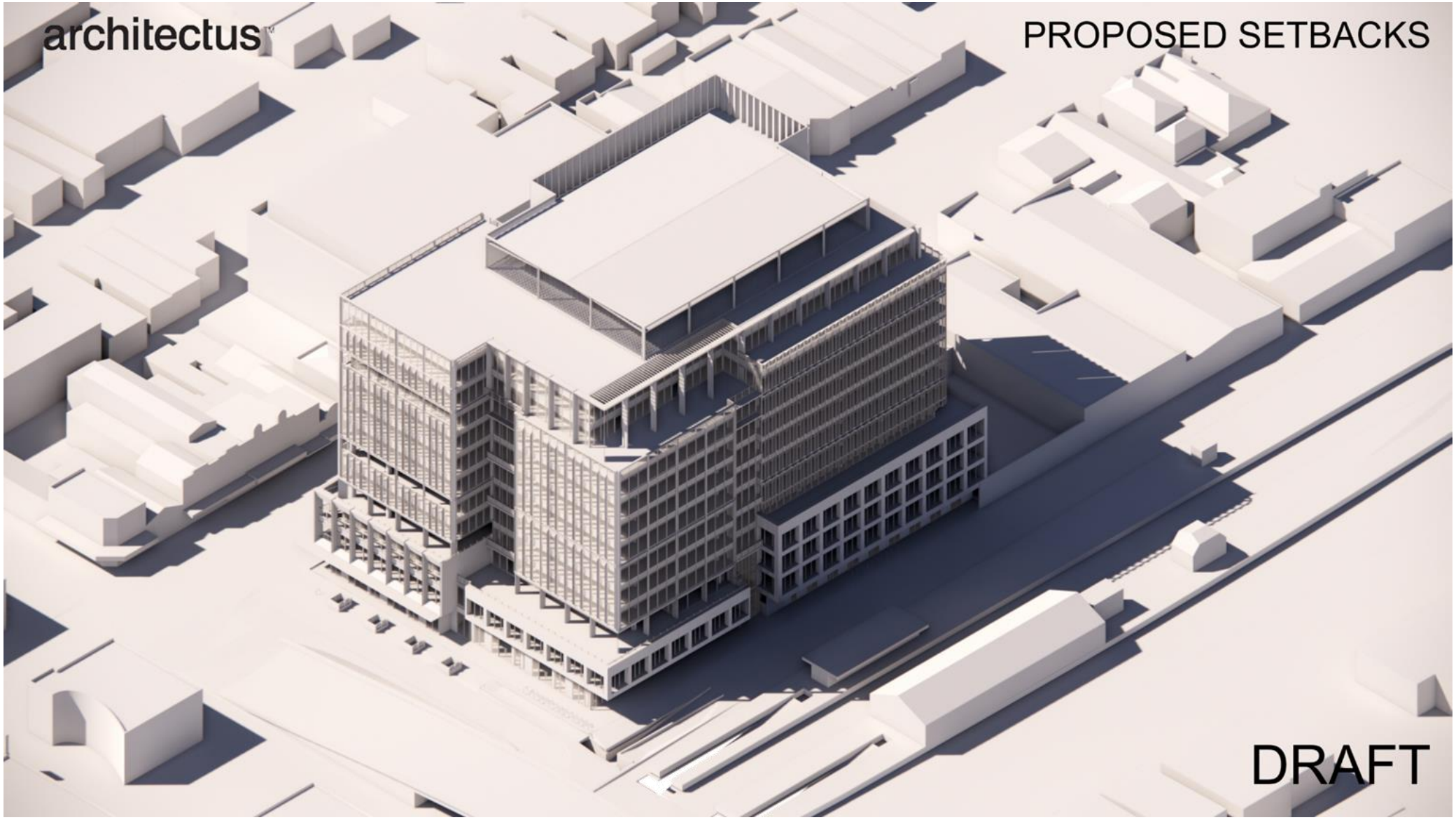
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Attachment 16 - PLN20/0006 - 462 - 482 Swan Street Richmond - Response to referrals (11/06/2020)

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11 June 2020

Michelle King
Acting Principal Planner
Yarra City Council
333 Bridge Road
Richmond VIC 3121

Dear Michelle

RESPONSE TO REFERRALS
PLN20/0006 - 462-482 SWAN STREET, RICHMOND

Human Habitats continues to act on behalf of the applicant, Charter Hall, in relation to the planning permit application (PLN20/0006) for the land at 462 – 482 Swan Street, Richmond (the subject site) and provide letter in response to the below list of referral comments:

1. Urban Design (Streetscapes Only)
2. Streetscapes & Natural Values
3. Open Space
4. Environmentally Sustainable Design
5. Acoustic (SLR Consulting)

The key points from each of the above referral comments are addressed in turn below.

1 Urban Design Unit (Streetscapes Only)

	Referral Comment	Response
1.	Asphalt pavement is recommended along the full length of the rail path to provide a consistent surface.	It is considered that the transition from asphalt to the proposed paving (sawn bluestone and exfoliated sesame white granite) provides for a positive demarcation between the rail path and the Burnley Station, which in turn improves the sense of arrival to the Burnley Station. For these reasons the pavement material as proposed are considered appropriate.
2.	The long-term success and amenity of the landscaped terrace is questionable due to the area being completely shaded for most of the day.	As shown in the shadow diagrams, the terrace receives sunlight from 12noon and throughout the afternoon period. It is considered that it will be well utilised during the afternoon periods.

Attachment 16 - PLN20/0006 - 462 - 482 Swan Street Richmond - Response to referrals (11/06/2020)

3.	The City of Yarra standard footpath treatment is asphalt. All footpath areas outside of the subject site's title boundary are to be surfaced in asphalt as per Yarra standard drawings. This is to provide clear delineation between public and private space, as well as for ease of maintenance of underground services.	As an alternative solution, we propose that the public / private land is delineated by an inset metal strip (or metal discs or similar) along the property boundary. This would ensure that public / private land is delineated whist retaining a cohesive pavement treatment. We note that the retention of the footpath as bluestone would also be consistent with a future public space in the Burnley Street service area.
4.	DDA compliant pram ramps (including TGSIs) need to be shown at the Burnley St/Swan St intersection as per Yarra standard drawings.	Noted.
5.	Rail path; asphalt pavement is recommend along the full length of the rail path, and will require VicTrack consent and a maintenance agreement between the applicant and VicTrack.	Refer to comments above.
6.	4no. existing bike hoops are located on Burnley Street near the corner of Swan St. The proposed drawings show the proposed northern-most planter box/seat to be almost hard against the existing bike hoops. The developer is to either remove the northern-most planter box/seat, or relocate the bike hoops to council's satisfaction (in accordance with Yarra standard drawings).	This can be addressed by a condition of permit.
7.	Ensure there is a 600mm set back between the proposed raised planters with custom seating along Burnley Street and the kerb.	This can be addressed by a condition of permit.
8.	There may be an opportunity to develop the eastern side of the Burnley Street service road into a shared space. This could provide many improved public realm benefits, including a safe drop off zone to the station, slowed traffic adjacent the proposed planter boxes/seating, as well improving the adjacent verge planting to soften the interface with the Burnley Street overpass. In this case, it would be beneficial to continue the proposed bluestone paving across the full width of the footpath and potentially the shared road space.	We are supportive (in principle) of the possibility for part of the Burnley Street service road becoming a public space (at no cost to our client). As per Council's commentary, we would want some parking to be retained in this area and believe that this area would benefit from the inclusion of pick up/drop off parking bays / taxi rank.

9.	The previous proposal included the construction of new DDA compliant north-south and east-west pedestrian ramps to connect to the railway underpass. This new ramp would provide significant access improvements to Burnley Station and the applicant is strongly encouraged to pursue this option with VicTrack. (It should be noted that this would require a significant re-design of the Burnley St and southern rail path interfaces.)	We note that the previous approval provided vehicle access (loading bay) in the location of the ramp, and as a result was required to reconstruct the existing pedestrian ramps. Unlike the existing approval on the subject site, this proposal does not propose any works that impact the existing ramps.

2 Streetscapes & Natural Values Unit

	Referral Comment	Response
1.	A review of the garden beds is recommended. Appropriate soil volumes to be calculated to support the proposed plantings, including consideration for passive irrigation or use of water captured by the subject site.	We have reviewed the garden beds and believe that the soil volumes are appropriate.
2.	The necessary soil volume for a *Zelkova* 'Green Vase' using the *Elke Haege* calculation form is 13.35m3 per tree.	Noted.
3.	The development proposes planting of 6 London Plane along the Swan Street frontage. These are unsuitable and should be substituted with *Lagerstroemia indica* 'Natchez', constant with other plantings along Swan Street	London Plane trees are also present along Swan Street and we are of the view that they are appropriate along the street. However, if necessary, they can be substituted for *Lagerstroemia indica* 'Natchez'.
4.	Lagerstroemia indica 'Natchez' are capable of reaching 6m height and 4m spread. This proposed canopy will directly impact any planting along Swan Street. This awning contradicts the proposed plantings and is recommended to be removed.	The street trees are to be pruned and maintained to accommodate the awning. We note this is commonly accepted in order for street tree canopies to avoid powerlines/tram lines.

Attachment 16 - PLN20/0006 - 462 - 482 Swan Street Richmond - Response to referrals (11/06/2020)

3 Open Space Unit

	Referral Comment	Response
1.	The awnings along Swan Street and Burnley Street will need to be adjusted to accommodate the canopy of the proposed tree planting.	The street trees are to be pruned and maintained to accommodate the awning. We note this is commonly accepted in order for street tree canopies to avoid powerlines/tram lines.
2.	The paving materials outside the title boundary will need to be consistent with the wider precinct. Please ensure the urban design comments on this item are incorporated in future iterations of the plan.	It is considered that the transition from asphalt to the proposed paving (sawn bluestone and exfoliated sesame white granite) provides for a positive demarcation between the broader area and the Burnley Station, which in turn improves the sense of arrival to the Burnley Station. For these reasons the pavement material as proposed are considered appropriate.
3.	The potential to modify the ramp to Burnely Station so it is complaint with DDA standards and meets a 1:14 grade should be considered.	The proposal does not seek to modify the ramp to Burnley Station. We note these ramps are outside of the works area.
4.	Given the traffic along the Burnley Street side is only to service this development and for cars to drop off at the station or turn out, can we investigate the development of a shared space where the public realm can stretch across to the verge of the overpass and potentially create some safe drop off zones for the development and to the station? This might also allow us meet the grade for access to the station while also accommodating the custom planters and awning along that side.	As outlined above, we are supportive (in principle) of part of the Burnley Street service road becoming a public space (at no cost to our client). Noting that we would want to see the retention of some on-street parking facilities.
5.	What materials are going to be used for the seating slabs?	To be addressed in the detailed landscape plan.
6.	What is the relationship between the terrace and ramp into Burnley Station?	The rear ground floor terrace area steps down toward the existing Burnley Station ramp and separated by the existing fencing. No works are proposed to the ramp or ramp infrastructure.
7.	Given this section is outside the title boundary, who will be responsible for the ongoing maintenance of this section?	Council will be responsible for all ongoing maintenance of works outside of the title boundary.

4 ESD Officer

Clause 22.17 of the Yarra Planning Scheme allows for a Sustainability Management Plan (SMP) to be prepared using the Green Star tool. In discussions with the ESD officer, Council acknowledged that Clause 22.17 of the Yarra Planning Scheme does not require any specific commitments to be made. While some ESD tools (i.e. BESS) require specific commitments to be made, the Green Star tool provides for flexible pathways to achieve a particular "star rating". As outlined on page 5 of the SMP, the proposal targets a 5 Star Green Star rating, which achieves Australian Excellence from an ESD perspective.

Attachment 16 - PLN20/0006 - 462 - 482 Swan Street Richmond - Response to referrals (11/06/2020)

The Green Star pathway as mapped out within the SMP includes a number of ESD commitments, whist retaining some flexibility in the pathway. However, this flexibility goes only as far and the ultimate ESD pathway will still require that the project achieves the 5 Star Green Star commitment.

5 Acoustic (SLR Consulting)

Upon review of the external Acoustic referral prepared by SLR consultant we find that SLR is generally satisfied with the material provided an no further changes are required.

6 Summary

We trust that the above response will provide Council with the additional information required to complete their assessment and potential conditions in relation to the above matters.

We note a further response to the external urban design comments prepared by MGS Architects is still to come. In addition to this, commentary regarding all traffic related referrals will be provided once Department of Transport comments have been received.

If there are any further matters at this time, please do not hesitate to contact the undersigned on 03 9909 2202 or by email to jgrech@humanhabitats.com.au.

Yours sincerely

Joe Grech
Senior Planner

Attachment 17 - PLN20/0006 - 462 - 482 Swan Street Richmond - Response to engineering referrals (12/06/2020)

IMPACT Traffic Engineering Pty Ltd
ABN: 78 611 424 107

Level 17, 31 Queen Street, Melbourne, Victoria 3000
impactaustralia.com.au

12 June 2020
Reference: IMP191103CAN02F01.docx

37°50'12"S 144°58'33"E

CONSULTANT ADVICE NOTICE

To:	Joe Grech	From:	John-Paul Maina
Company	**Human Habitats**	Company:	**IMPACT®**
Email	jgrech@humanhabitats.com.au	Email:	jp@impactaustralia.com.au
CC			
PROJECT:	480 Swan Street, Richmond	Reference:	IMP191103CAN02F01.docx
Subject	RESPONSE TO COUNCIL RFI & DoT CONDITIONS		

Preamble

The following provides our response to

- City Of Yarra RFI comments received via email on 25th May 2020 from
  - Council's Strategic Transport Unit and
  - Council's Civil Engineering Unit,
- Department of Transport (DoT) comments received via email on 10th June 2020.

For ease of reference we have provided the comments and response in a table format.

City of Yarra: Strategic Transport Unit

Council Comments	Response
Bicycle Parking	
Visitors:	
A minimum of 66 visitor bicycle spaces must be provided in a location easily accessible to visitors of the site. All visitor spaces should be provided as a horizontal bicycle rail and must meet clearance and access-way requirements of AS2890.3 or be otherwise to the satisfaction of the responsible authority	Noted and Agreed. Additional 2 bicycle spaces are to be provided to achieve the best practise rate of 66 spaces. All visitor spaces are planned as horizontal spaces.
It is recommended that at least 4 hoops are relocated from the southern side of the building to Swan Street.	Noted. Consideration will be given to redistributing visitor parking with the intent to increase parking along Swan Street as appropriate, including the relocation of four existing hoops at the corner of Burnley and Swan Street
It is also recommended that wayfinding signage is installed, to direct visitors to the visitor bicycle parking at the western and southern sides of the building	Noted. Wayfinding signage is to be incorporated as appropriate to guide visitors to parking areas to the western and southern sides of the building.

Attachment 17 - PLN20/0006 - 462 - 482 Swan Street Richmond - Response to engineering referrals (12/06/2020)

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Employees:	
A minimum of 326 employee bicycle spaces must be provided within a maximum of two secure compounds.	Noted and Agreed. Additional 44 employee bicycle spaces are to be provided to achieve the best practise rate of 326 spaces.
Electric Vehicles	
Council's BESS guidelines encourage the use of fuel efficient and electric vehicles (EV). Whilst it is acceptable no EV charging points are installed during construction, to allow for easy future provision for electric vehicle charging, car parking areas should be electrically wired to be 'EV ready' to enable future installation of EV chargers	Noted and agreed.
Green Travel Plan	
The GTP is generally adequate, however should be modified to include: (a) Security arrangements to access the employee bicycle storage spaces; (b) The types of lockers proposed within the change-room facilities, with at least 50% of lockers providing hanging storage space; and (c) Signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3. The GTP should also be updated to include the endorsed ground floor plan showing details of the bicycle parking and end of trip facilities.	Noted. Green Travel Plan is to be updated once the ground floor plan is endorsed to include the additional information as requested.

Attachment 17 - PLN20/0006 - 462 - 482 Swan Street Richmond - Response to engineering referrals (12/06/2020)

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City of Yarra: Civil Engineering Unit

Council Comments	Response
Traffic Impact	
The gap analysis performed by Impact Traffic Engineering suggests that there is sufficient capacity to comfortably accommodate the development's traffic without impacting on the traffic operation along Swan Street. The applicant should confirm how it was concluded that traffic exiting the development can satisfactorily enter the traffic stream of Swan Street. Impact should also clarify the figures in Tables 3 to 6 of the traffic report. How were the figures in Columns 'AM Peak' and 'PM Peak' derived? There is very little detail on the impact of traffic that would be queued at the Burnley Street signalised intersection. Given the siteís car park access is located approximately 100 metres from Burnley Street, any stationary traffic queues extending back from Burnley Street could block access to the site.	As described within AustRoads Guide to Traffic Management Part 3: Transport Study and Analysis Methods, the critical acceptance headway and the follow-up headway are two basic terms which describe how a driver will decide whether to enter or depart a traffic stream The critical acceptance headway describes the minimum headway between conflicting vehicles that is acceptable to an entering minor-stream driver or exiting major stream driver. Critical acceptance headway and the follow-up headway values are nominated within AustRoads Guide to Road Design Part 4A. In summary, the studies commissioned on Tuesday 19th November 2019 and Wednesday 20th November 2019, recorded each vehicle that passed the study location with a time stamp on each movement, and when queues extended to the study location, the duration of the queue was recorded and discounted from the gap analysis calculations. This data allowed a calculation of the critical acceptance headway and the follow-up headway at the proposed site access. As an example, data relating to vehicle flows was recorded as follows: — Car 1: travelling west recorded at 7:01:29 / Car 2 travelling west recorded at 7:01:59 — Car 1 travelling east recorded at 7:01:39 / Car 2 travelling east recorded at 7:01:59

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	In this example, there is a 30 second gap between Car 1 and Car 2 (Westbound traffic stream), and a 20 second gap between Car 1 and Car 2 (eastbound traffic stream). Based on the critical acceptance headway and the follow-up headway values nominated within AustRoads Guide to Road Design Part 4A, the 30 second gap in the westbound traffic steam can accommodate in theory, 9 left turn movements and 9 right in movements. For right turn out movements' consideration needs to be given to both eastbound and westbound traffic streams. In this example, there is a 10 second gap between Car 1: travelling west at 7:01:29 and Car 1 travelling east at 7:01:39. This 10 second gap is only sufficient for 1 right turn movement. Where queues extend to the study location, the data is recorded in a manner that recognises the presence of queues and thus no gaps available. These calculations are repeated for every vehicle recorded passing the site, the outcomes of these calculations are what are presented at Table 3 & 4. Table 5 & 6 take the findings from Table 3 & 4 and introduce a discount on the theoretical values to provide a practical intersection capacity. The practical intersection during the peak hour as demonstrated in the report shows that there are sufficient critical acceptance headway and the follow-up headways to accommodate the projected volumes to / from the proposed development.
Impact has recommended for a 'Keep Clear' road marking treatment to be installed at the developmentís vehicle entrance. This would prevent any stationary traffic from blocking the car park	Noted and agreed.

37°50'12"S 144°58'33"E

entrance at the site. This recommendation is considered reasonable.	
Impact is to confirm if the implementation of traffic signals at the car park entrance is appropriate to reduce the traffic delays along Swan Street and possible traffic queuing within the site	The AustRoads Guide to Traffic Management Part 6 notes the following warrants for signals. Traffic volume: Where the volume of traffic is the principal reason for providing a control device, traffic signals may be considered, subject to detailed analysis when the major road carries at least 600 veh/hour (two-way) and the minor road concurrently carries at least 200 veh/hour (highest approach volume) on one approach over any four hours of an average day Continuous traffic: Where traffic on the major road is sufficient to cause undue delay or hazard for traffic on a minor road, traffic signals may be considered when the major road carries at least 900 veh/hour (two-way) and the minor road concurrently carries at least 100 veh/hour (highest approach volume) on one approach, over any four hours of an average day. The traffic volume warrants are not met in respect to number of vehicles arriving from the site access, and in respect to continuous traffic and delay, gap acceptance studies have confirmed that there are a suitable number of gaps in the traffic stream to enable vehicles to enter and exit the site without delay on Swan Street. Accordingly, traffic signals are not warranted nor required. A position that has been confirmed by the Department of Transport.
Design	
Can the median traffic island inside the vehicle accessway as shown on the Ground Floor plan be removed to provide a wider carriageway?	The median traffic island is introduced to accommodate a boom gate and controller. This cannot be removed.
Visibility sight triangles are to be superimposed and dimensioned on the drawings as required by Design standard 1.	These are shown on the accompanying plans
To be dimensioned on the plans. The headroom clearance is required to determine if there is	Noted. Architectural plans will be updated to include head room clearance.

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37°50'12"S 144°58'33"E

sufficient headroom height for delivery and waste collection vehicles accessing the loading bay.	
The floor to ceiling height clearance within the basement car park levels are to be dimensioned on the plans.	Noted. Architectural plans will be updated to include head room clearance.
Columns setbacks are to be designed in accordance with AS/NZS 2890.1:2004. If the columns cannot be relocated, can the parking spaces adjacent to columns be widened to allow car doors to be opened or could the spaces adjacent to columns be allocated for small cars? The column depths are also to be dimensioned on the plans.	Columns cannot be located to achieve strict compliance with AS/NZS 2890.1:2004. This outcome is not uncommon in car parks below multi-storey buildings due to structural requirements. Importantly, spaces within the car park will be used by office related trips. These trips are typically single occupant trips. Thus, full compliance with door opening for all doors would not compromise usability.
The applicant is to consider leaving the security gate open during the AM peak period to allow vehicles to enter the site without the operation of the security gate.	Access control during business hours will be managed via a boom gate and card reader located within the site. The security gate at the building perimeter will remain opening during busines hours.
The swept path diagrams for a B99 design vehicle and an oncoming B85 design vehicle entering and exiting the development via Swan Street are to be provided.	Refer accompanying plan.
The ground clearance check requires the applicant to obtain a number of spot levels which include the reduced level 2.0 metres inside the property, the property boundary level, the bottom of kerb (invert) level, the edge of the channel level and a few levels on the road pavement - in this case, for Swan Street. These levels are to be shown on a cross sectional drawings, with dimensions, together with the B99 design vehicle ground clearance template demonstrating access.	Noted. Ground Clearance assessment to be undertaken at detail design stage.
The canopy along the site's Swan Street and Burnley Street road frontages must be setback 750 mm from the front of kerb to satisfy the Building Regulations 2018.	Noted.

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Department of Transport	
DoT Comment	
As Council will be aware, the Department have considered a previous application for this site through a Planning Scheme Amendment and Planning Panel several years ago. At the time, there was considerable debate at the Panel about the provision of traffic signals to access the site, delays to trams along Swan Street and public realm works to integrate Burnley Station and surrounds. The new use and development has less car parking spaces and places emphasis on the site's public and active transport access which is welcomed. The Department have reviewed the new application and have concluded that traffic signals can be waived in this instance provided access is restricted to a left in left out arrangement like the application at the adjoining property to the east	
Impact Observation	
We agree that the need for signals is no longer warranted, however we question the merit of restricting access to left in / left out only. Whilst it is acknowledged that left-in/left-out access arrangements have the least impact on the arterial road network from a performance and safety perspective, at this location, the right turn movement inbound cannot be conveniently and readily redistributed to suite the access limitations. Accordingly, there is a risk that a left in / left out limitation will induce undesirable and unintended behaviours, such as U-Turn movements along Swan Street. This outcome would be worse from a road performance, and safety perspective than permitting the right turn in movement at the site access. Accordingly, we consider that a suitable balance between performance and safety would be to only restrict right turn movements out, with all other movements permitted i.e. left in / right in/ left out. Note: The left in / left out arrangements at the adjoining property to the east would have been the only suitable access arrangement in the context of signals at the site access to the development.	
DoT Comment	
The Department have also recommended a detailed road safety audit for the site and public realm works to assess and improve pedestrian / cycle movements and traffic safety to and from the site and surrounds	
Impact Observation	
Noted and Agreed.	
DoT Conditions	Response
1. Before the development commences (excluding demolition), or other time agreed to in writing with Head, Transport for Victoria, amended plans to the satisfaction of the Head, transport for Victoria (TfV) must be submitted to and approved by the Responsible Authority. The plans must be drawn to scale with dimensions and three copies must be provided. These plans must be generally in accordance with the plans submitted to TfV with the application but are to be modified to show:	

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37°50'12"S 144°58'33"E

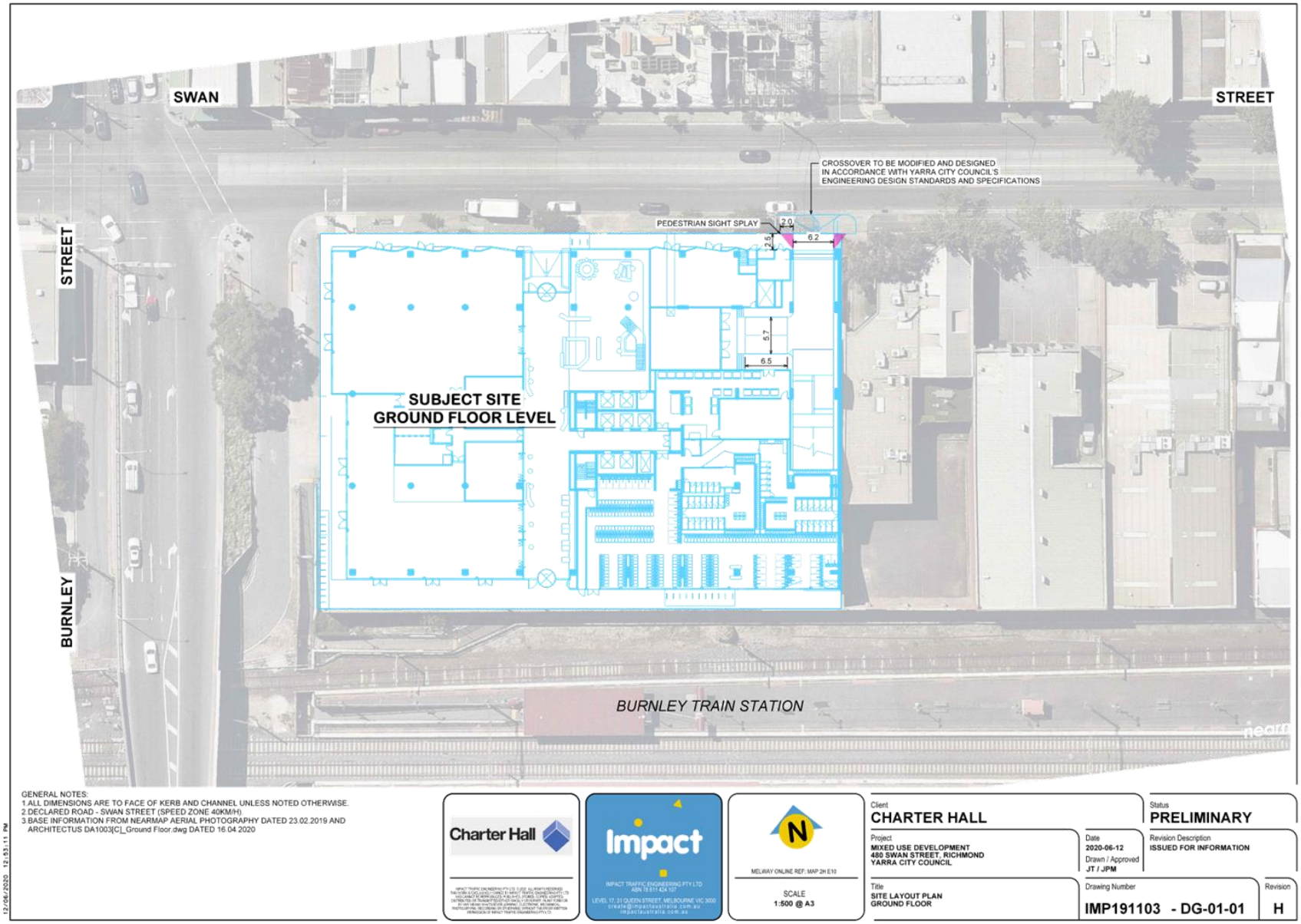
a) the installation of signs, line marking, splitter island and associated road works permitting only 'left turn in' and 'left turn out' vehicular access from Swan Street (informed by the Road Safety Audit);	As noted above, there is a risk that a left in / left out limitation will induce undesirable and unintended behaviours, such as U-Turn movements along Swan Street. This outcome would be worse from a road performance, and safety perspective than permitting the right turn in movement at the site access. Accordingly, we consider that a suitable balance between performance and safety would be to only restrict right turn movements out, with all other movements permitted i.e. left in / right in/ left out. This consideration will be further informed by the Road Safety Audit.
b) modification as required and/or removal of any existing car parking spaces, street tree/s and associated road works on the south side of Swan Street to accommodate the new vehicular access arrangement;	Noted.
c) retention of Metro Train bus replacement space in the Burnley Street underpass;	Noted.
d) tram shelter and associated works in an agree location on Swan Street;	Noted.
e) a landscaping plan and schedule;	Outside our area of expertise.
f) demonstrate compliance with air, light and fire requirements without reliance on railway land, and;	
g) any recommendations of the road safety audit	Noted. As discussed above and subject of course to the findings of an independent road safety audit, we consider that a suitable balance between performance and safety would be to only restrict right turn movements out, with all other movements permitted i.e. left in / right in/ left out. If such a recommendation were put forward in the Road Safety Audit, how would this be addressed noting the specificity of Condition 1a in relation to permitting only 'left turn in' and 'left turn out' vehicular access?

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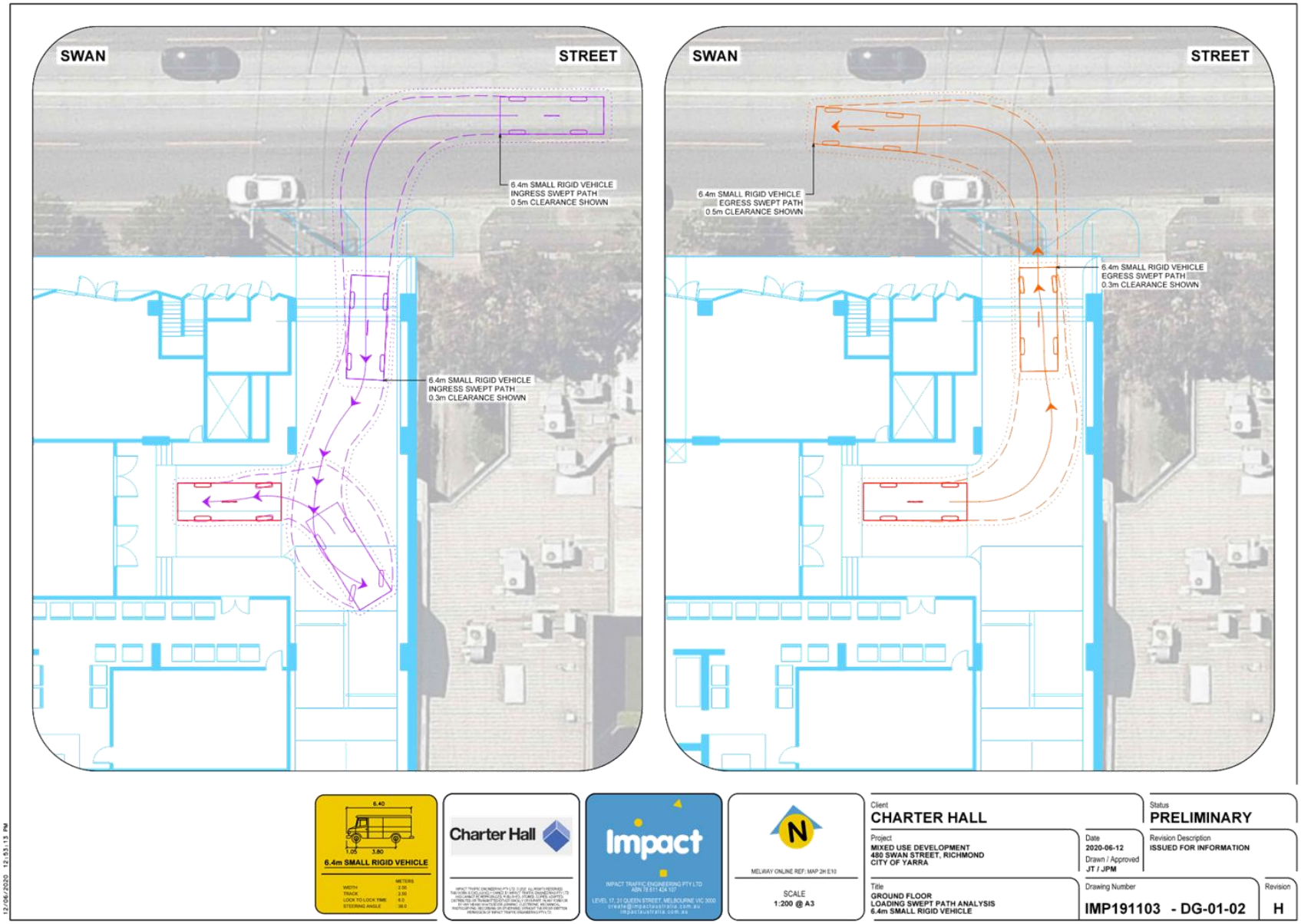
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DoT Conditions	Response
2. Before the development commences (excluding demolition), unless otherwise agreed in writing with TfV, the permit holder must submit a formal road safety audit, (including a function layout plan) by a suitable qualified consultant, to the satisfaction of TfV and the Responsible Authority. The audit must include, but not limited to:	
i) the function and layout of the left in left out Swan Street access,	As noted above, some flexibility is required in relation to the specificity of permitting only 'left turn in' and 'left turn out' vehicular access, noting that a suitable balance between performance and safety would be to only restrict right turn movements out, with all other movements permitted i.e. left in / right in/ left out.
ii) pedestrian, cycle and vehicle access/egress arrangements (including pedestrian crossings at/in vicinity of the intersection of Swan & Burnley Streets)	Noted.
iii) loading arrangements,	Noted.
iv) buildings and works within the public realm,	Noted.
v) internal circulation/layout,	Noted.
vi) lighting and vegetation impact on adjoining roadway/s.	Noted.
3. Unless otherwise agreed in writing with TfV within six (6) months of the occupation of the development the permit holder must submit a post development road safety audit, to the satisfaction of TfV, demonstrating that all works associated with the approved road safety audit have been tested and any reasonable alterations required are completed to the full cost of the permit holder and to the satisfaction of TfV.	Noted.
11. Prior to the occupation of the development, all works outlined on the endorsed plans for the left in left out only access must be completed with associated signs, to the satisfaction of TfV at the full cost to the permit holder.	As noted above, some flexibility is required in relation to the specificity of permitting only 'left turn in' and 'left turn out' vehicular access, noting that a suitable balance between performance and safety would be to only restrict right turn movements out, with all other movements permitted i.e. left in / right in/ left out.

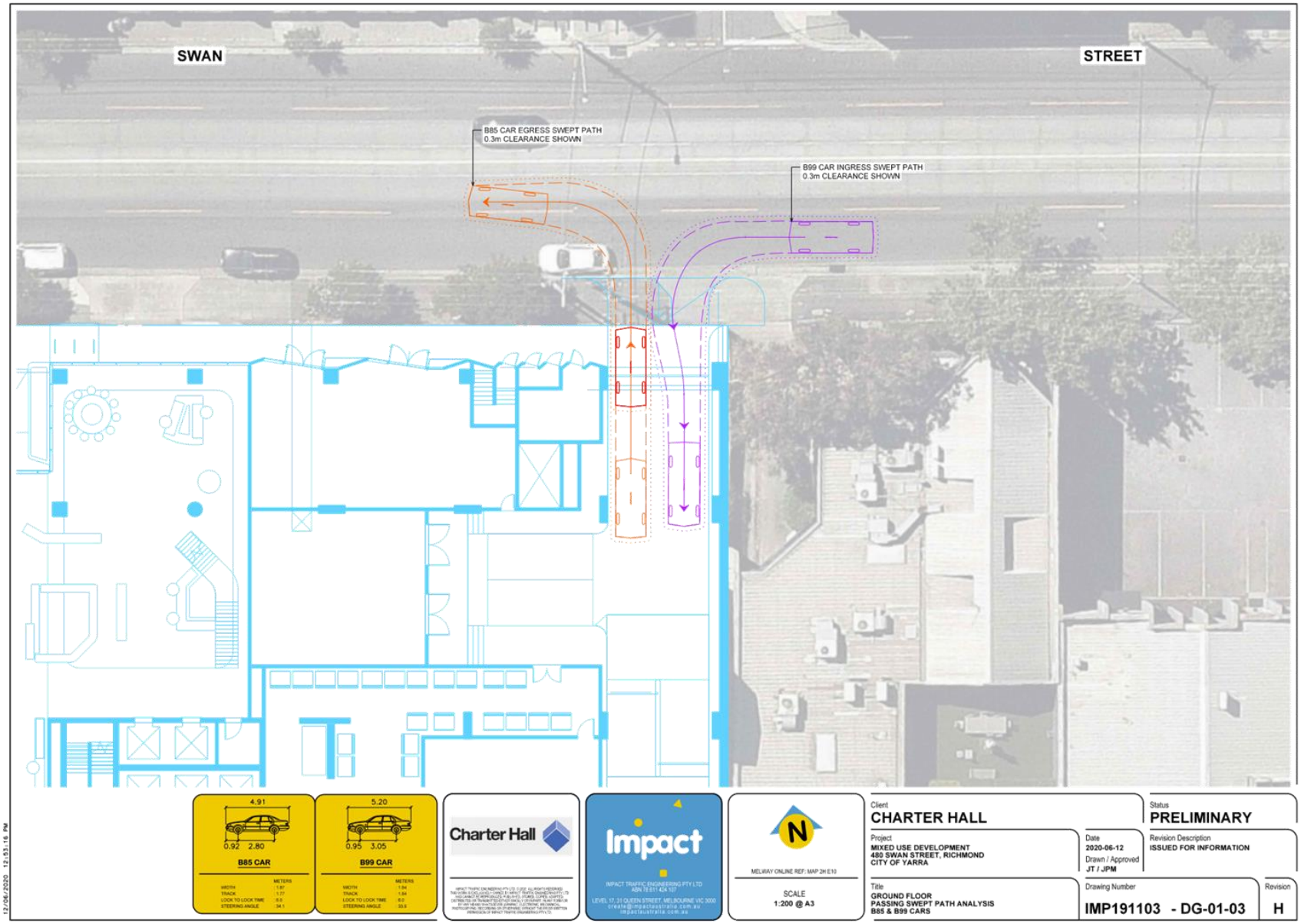
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15 June 2020

Michelle King
Acting Principal Planner
Yarra City Council
333 Bridge Road
Richmond VIC 3121

Dear Michelle

WITHOUT PREJUDICE
RESPONSE TO MGS ARCHITECTS URBAN DESIGN REFERRAL
PLN20/0006 - 462-482 SWAN STREET, RICHMOND

Human Habitats continues to act on behalf of the applicant, Charter Hall, in relation to the planning permit application (PLN20/0006) for the land at 462 – 482 Swan Street, Richmond (the subject site) and provide letter that builds upon the without prejudice letter dated 05 June 2020. This letter is accompanied by the following supporting material:

1. Façade Package
2. Roof/Plant Plan
3. Shadow Diagrams

1 Urban Design (MGS Architects)

The following provides a supplementary responses to the responses provided in the without prejudice letter dated 05 June 2020.

1.1 Recommendation 1 (Podium & Street Wall Interfaces)

Recommendation 1 seeks to provide greater diversity of expression of the podium and requires that the podium expression is further developed to capture the character and history of the area. We have undertaken a detailed review of the podium composition following the receipt of the MGS Architects Recommendation 1.

In response to Recommendation 1, Architectus have prepared a revised façade package, which further details the design methodology behind the RFI podium response, which we believe generally captured the variance in the architectural expression of built form along Swan Street and within the local area.

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The façade package details how the proposed façade responds to "frame", "grain", and "punctures". This is highlighted in the below extracts from the façade package:

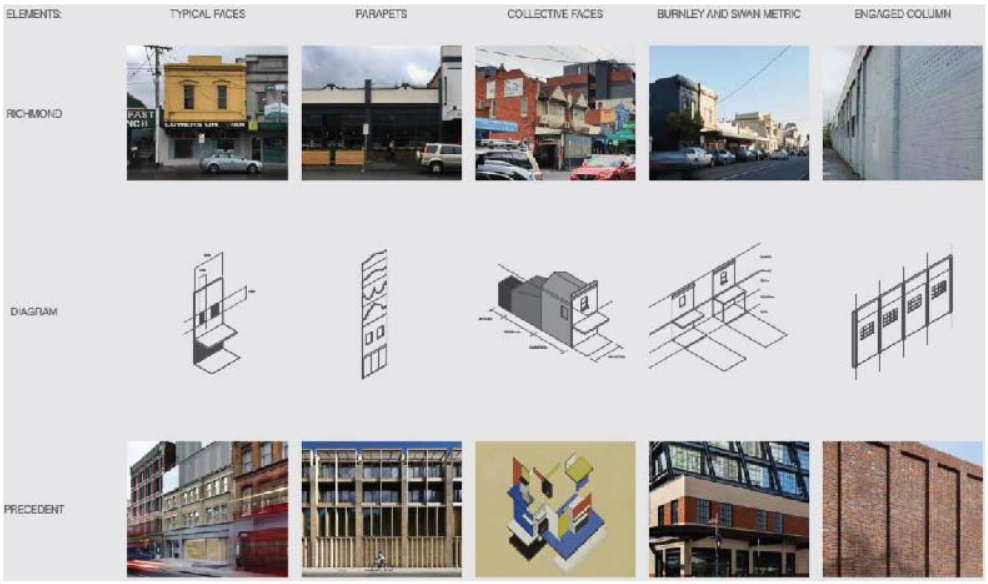


Figure 1 – Extract from the façade package, page 7

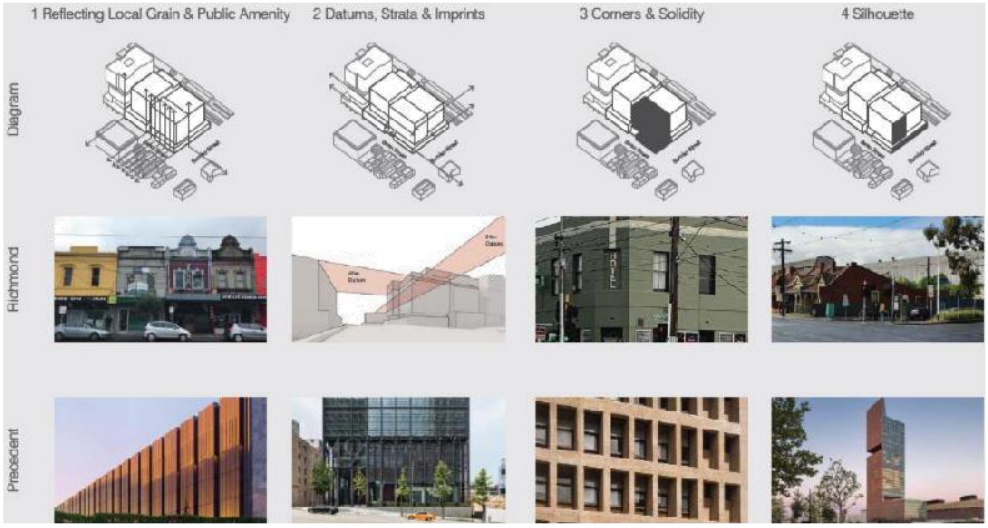


Figure 2 – Extract from the façade package, page 8

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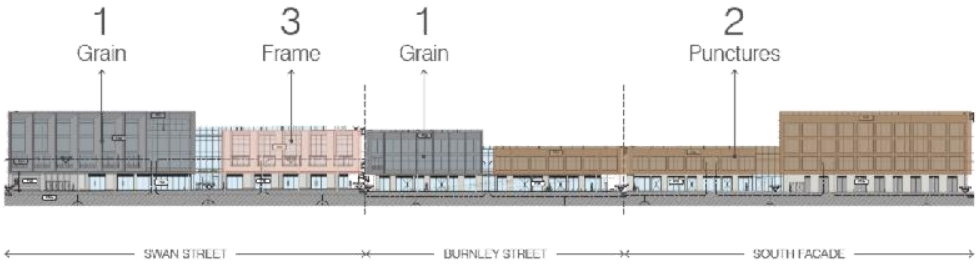


Figure 3 – Extract from the façade package, page 10

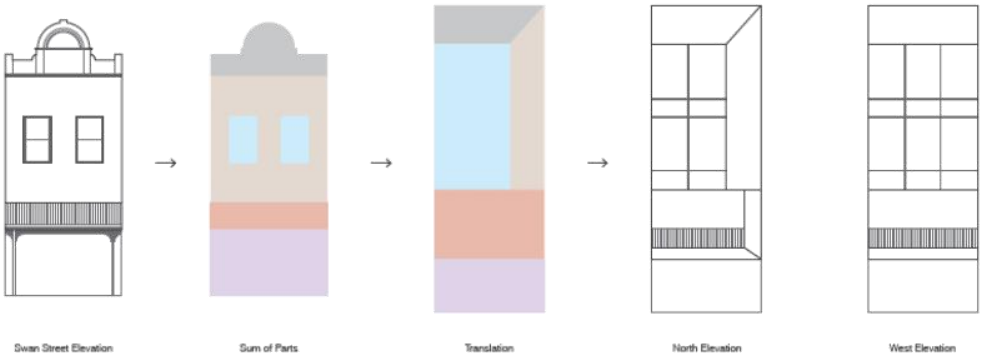


Figure 4 – Frame: Extract from the façade package, page 11

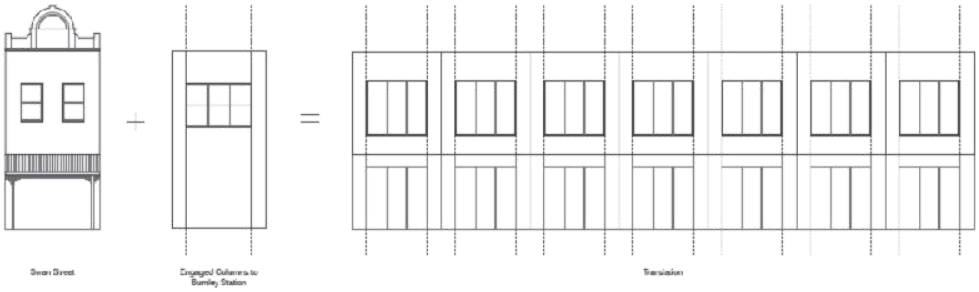


Figure 5 – Punctures: Extract from the façade package, page 12

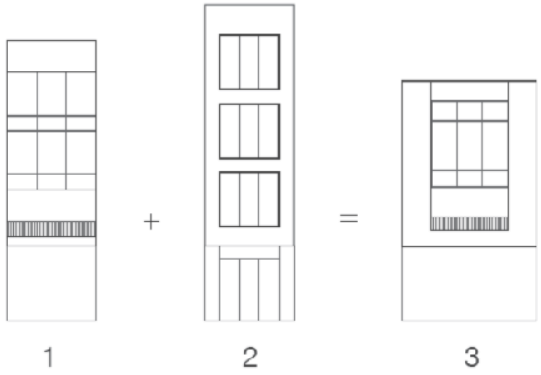


Figure 6 – Frame: Extract from the façade package, page 13

The above said, it is acknowledged that the eastern portion of the Swan Street façade and the northern portion of the Burnley Street façade relied upon a similar architectural expression to clearly link the Burnley and Swan Street podiums. However, acknowledging that MGS Architects cites this treatment as being overly uniform, we have sought to provide greater differentiation to the eastern portion of the Swan Street façade. This has been achieved through the introduction of a new element, "piers".

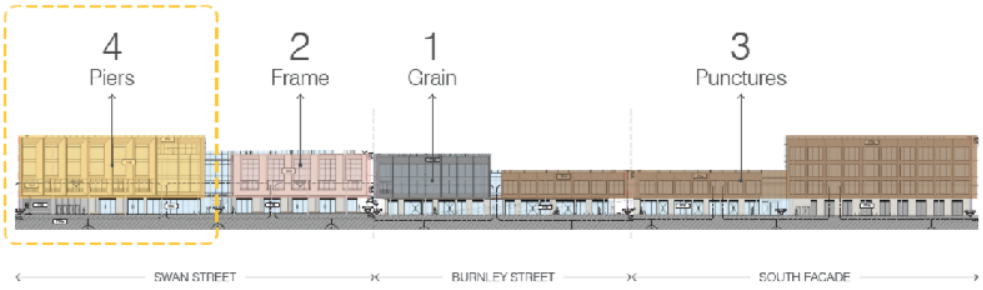


Figure 7 – Piers: Extract from the façade package, page 18

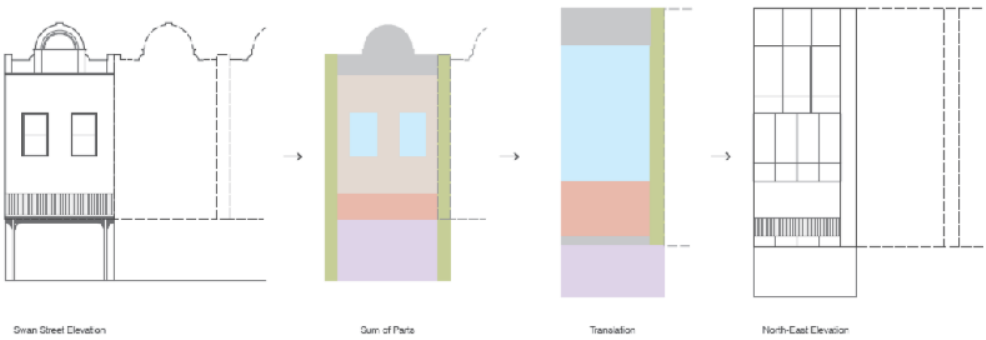


Figure 8 –Extract from the façade package, page 20

The introduction of the piers adds an additional element of rigidity to this part of the podium and emphasising the vertical elements of the podium expression. It is considered that this suitably differentiates the podium presentation in acknowledgement of the rich architectural character of Richmond.



Figure 9 – The proposed podium treatment, extract from façade package, page 22

1.2 Recommendations 2 & 3 (A – South-West Interface)

In addition to the previously provided without prejudice Level 10 and Level 11 floor plates, we now provide a roof plan, which includes minimum dimensions from the boundaries. We note that the project is still within the early stages of detailed design and the true spatial requirements of the plant yet to be confirmed.

Building on the previous responses to MGS Architects Recommendations 2 & 3 (A) we provide the enclosed shadow diagrams which illustrate the shadow impacts of the proposed setbacks between the hours of 9am and 3pm on the 22nd September. In order to clearly demonstrate the differences between the shadows cast by the RFI the reduced shaded areas have also been tabulated.

2 Summary

We trust that the above response will provide Council with the additional information required to complete their assessment and potential conditions in relation to the above matters.

If there are any further matters at this time, please do not hesitate to contact the undersigned on 03 9909 2202 or by email to jgrech@humanhabitats.com.au.

Yours sincerely

Joe Grech
Senior Planner

Attachment 18 - PLN20/0006 - 462 - 482 Swan Street Richmond - Without Prejudice Sketch Plans (15/06/2020)



Attachment 18 - PLN20/0006 - 462 - 482 Swan Street Richmond - Without Prejudice Sketch Plans (15/06/2020)

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2 Consolidation of Podium Design Strategy

3 Current Podium Design Views

4 Additional Alternative Facade Type

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1 Summary of Feedback

Attachment 18 - PLN20/0006 - 462 - 482 Swan Street Richmond - Without Prejudice Sketch Plans (15/06/2020)

Summary of Feedback

Recommendation 1

COMMENTARY AND RECOMMENDATIONS

Podiums and Street wall interfaces.

88. In the pre-application meeting with the applicant attention was brought to the emphasis council south in the response to key elements of Local Urban Design Policy and the site specific Design and Development overlay outlined in Schedule 14.
89. In particular I was keen to see responses to the following criteria through greater diversity of expression and scale.

Commentary and recommendations

90. The massing of street-wall lower tier elements is in my view appropriately stepped along the Swan Street corner to Burnley Street and down to the Station to the corner of Burnley Street and Swan Street and downwards to the east and South.
91. In my view the proposed scale of these elements is appropriate, and provide the framework for an appropriate response.
92. Of concern currently however, is the uniformity of the proposed treatment of these responses with the eastern end of the Swan Street frontage, a location in an infill setting, given the same design language and finish as the primary corner façade on Burnley Street at the principle interface of the two roads.
93. This continuity amplifies the notion of a single institution expression and conceptual solution rather than addressing the fine grain character, diversity and richness of detail and materiality characteristic of this part of Richmond.
94. The response is inconsistent with the richness of response to context sort in the Local Policy and DDO provisions in my view and as underlined in the report.



95. An opportunity for example may exist to draw on the earlier industrial history of the site as a Timber Yards and Mills in the hinterland Station interface expression noting the use in a more polished and corporate manner I n the soffit treatments of the projecting canopy corner.

Recommendation 1

I would invite the applicant to review the design expression east of the primary north south entrance in Swan Street for each of the podium levels and the Burnley Street zone south of the projecting corner form to explore opportunities to invest the narrative of the site with a deeper and more diversified response to the precinct, its subdivision character and its history consistent with the Objectives and Guidelines goals outlined in Cl *22.10-3.2 Urban form and character*.

22.10-3.2 Urban form and character

Design Objectives

To retain and extend the City's fine grain of street pattern and urban form.

To ensure that developments contribute positively to the urban fabric and public realm.

To improve the transparency and legibility of the city's urban form and structure.

To achieve continuity in the built form having regard to rhythm and spacing of buildings and any distinctive street pattern (as identified in the Site Analysis Plan and Design Response).

Design Guidelines

Within large redevelopment sites, design a vehicle and pedestrian network that ensures a high level of access within the development for all vehicular and non-vehicular traffic that connects and integrates with the broader network.

New development on large remnant sites should respect any existing prevailing subdivision pattern (as identified in the Site Analysis Plan and Design Response) by providing adequate separation between buildings and modular building bulk rather than unbroken mass.

Express the original fine-grained subdivision pattern in building design, massing, modulation and facade articulation.

Within sites removed from the small lot, fine-grain areas of the city, create a new urban character that adds to the layering of the city's historical evolution.

Attachment 18 - PLN20/0006 - 462 - 482 Swan Street Richmond - Without Prejudice Sketch Plans (15/06/2020)

Summary of Feedback

Key Design Items

Commentary	Facade Design Item
92. Of concern currently however, is the uniformity of the proposed treatment of these responses with the eastern end of the Swan Street frontage, a location in an infill setting, given the same design language and finish as the primary corner façade on Burnley Street at the principle interface of the two roads.	1. Further distinguish North East facade from corner treatment
95. An opportunity for example may exist to draw on the earlier industrial history of the site as a Timber Yards and Mills in the hinterland Station interface expression noting the use in a more polished and corporate manner I n the soffit treatments of the projecting canopy corner.	2. Draw further on the historic industrial materiality and architectural language of the Mills
explore opportunities to invest the narrative of the site with a deeper and more diversified response to the precinct, its subdivision character and its history consistent with the Objectives and Guidelines goals outlined in Cl *22.10-3.2 Urban form and character*.	3. Express a clearer connection to site, with more legible distinct facade types
Express the original fine-grained subdivision pattern in building design, massing, modulation and facade articulation.	4. Express the original subdivision pattern in the facade articulation
Within sites removed from the small lot, fine-grain areas of the city, create a new urban character that adds to the layering of the city's historical evolution.	5. Where the site was not previously finely articulated, the new facade should draw on and build upon the historic architectural character

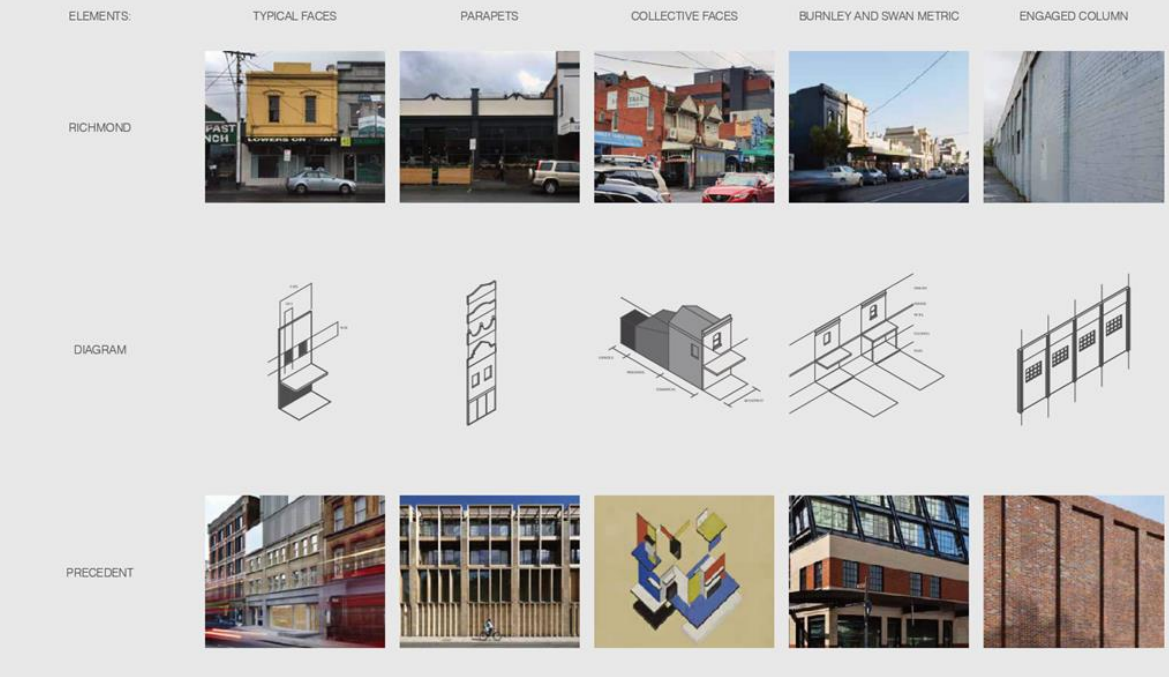
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2 Consolidation of Podium Design Strategy

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Summary of Urban Analysis

Urban Context

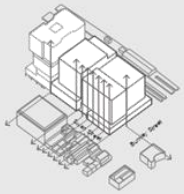
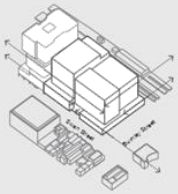
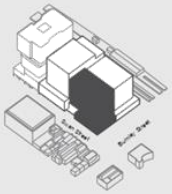
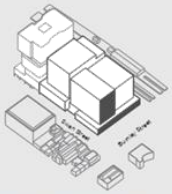
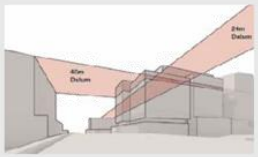


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Summary of Design Principles

Design Principles

	1 Reflecting Local Grain & Public Amenity	2 Datums, Strata & Imprints	3 Corners & Solidity	4 Silhouette
Diagram				
Richmond				
Precedent				

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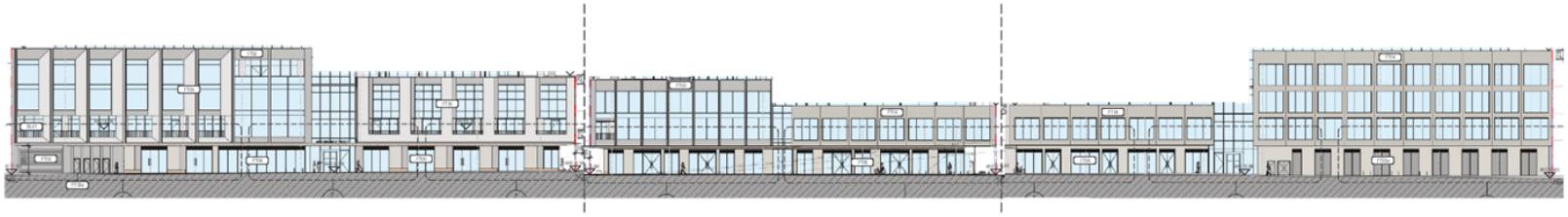
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Recommendation Responses | 480 Swan Street | Architectus

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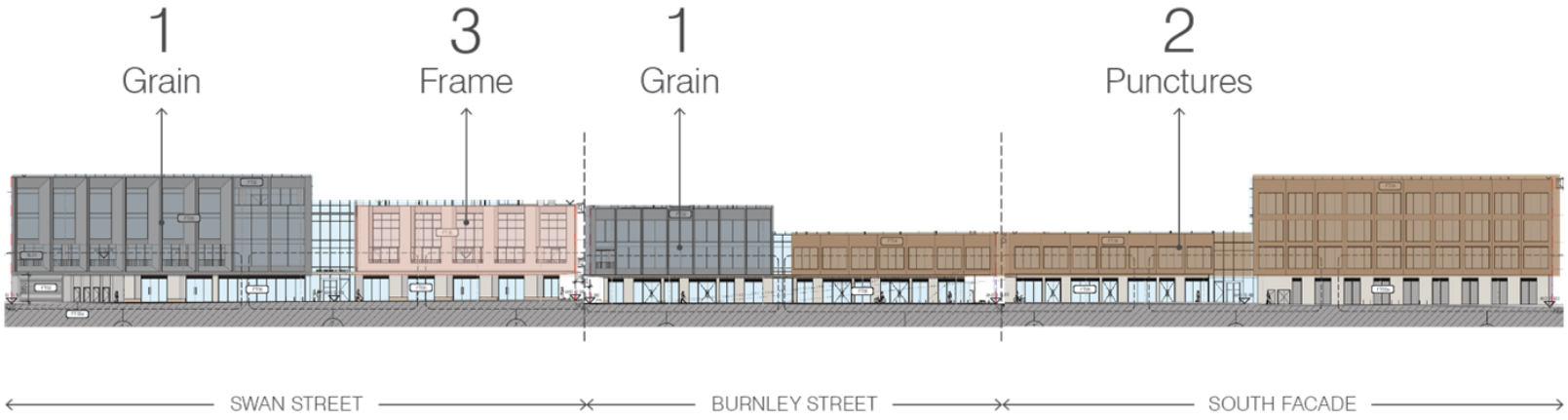
Review of Proposed Unfolded Podium Elevation 17.04.2020



SWAN STREET — BURNLEY STREET — SOUTH FACADE

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Current Facade Types 17.04.2020

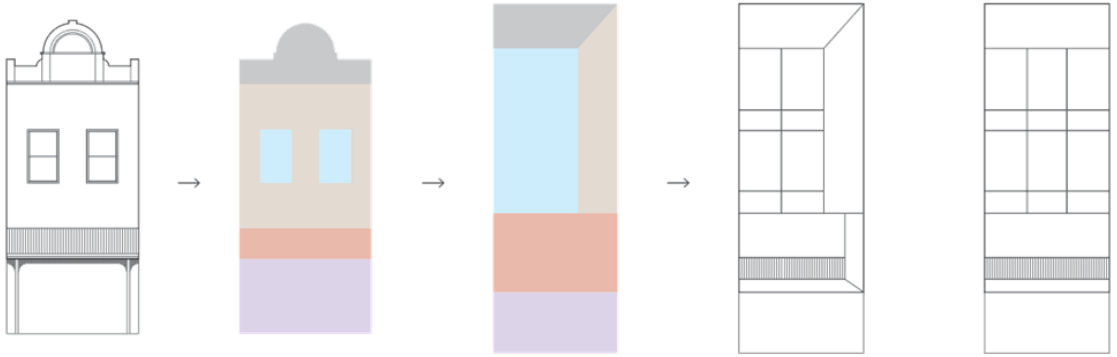


Attachment 18 - PLN20/0006 - 462 - 482 Swan Street Richmond - Without Prejudice Sketch Plans (15/06/2020)

Current Facade Types 17.04.2020

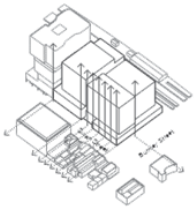
Type 1 - Grain





Facade Type 1 draws from the architectural elements along Swan Street by consolidating them into a 'sum of parts'. A process of translation was conducted to produce a final assemblage. This was then applied to the North and West Facade in order to reflect the local grain through materiality and proportion.

1 Reflecting Local Grain & Public Amenity

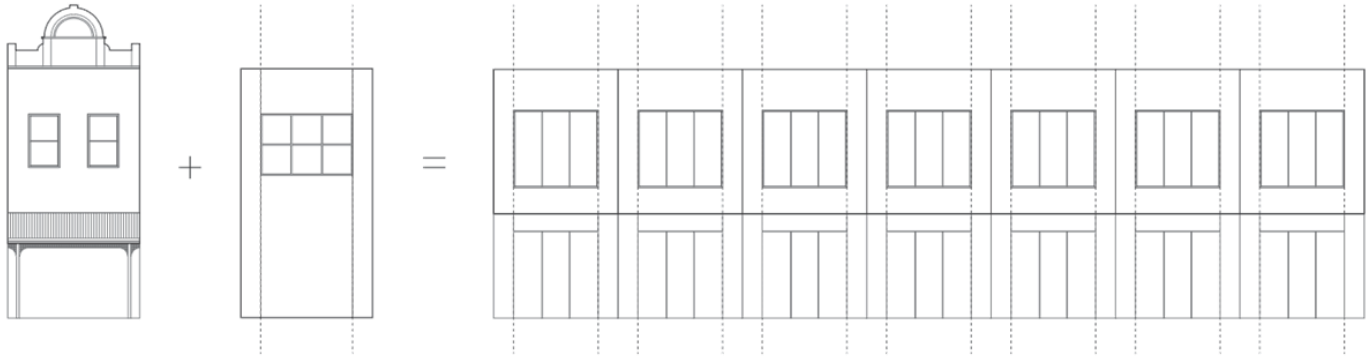


Attachment 18 - PLN20/0006 - 462 - 482 Swan Street Richmond - Without Prejudice Sketch Plans (15/06/2020)

Current Facade Types 17.04.2020

Type 2 - Punctures





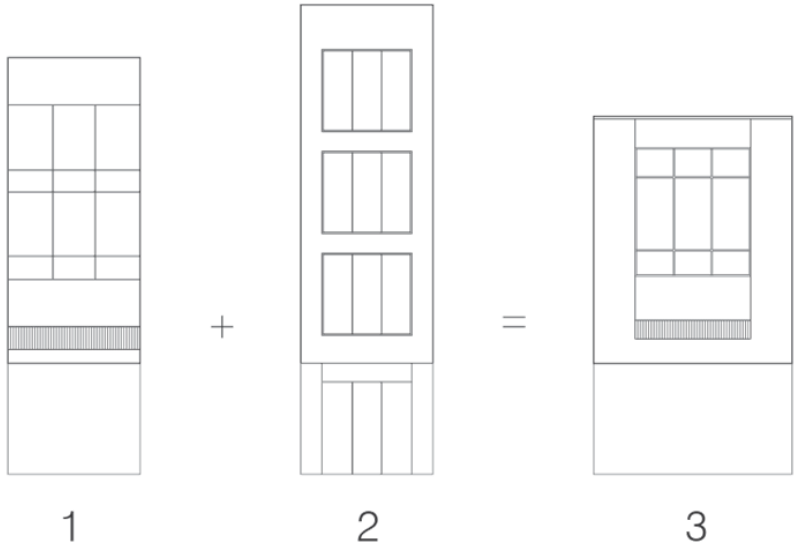
Facade Type 2 is formed by a civic and industrial conversation between historical and infrastructural contexts. The architectural element, 'engaged columns,' also contributes to the articulation of this facade. The punctured windows pay homage to the utilitarian industrial steel windows typically found in Richmond's built fabric.

Attachment 18 - PLN20/0006 - 462 - 482 Swan Street Richmond - Without Prejudice Sketch Plans (15/06/2020)

Current Facade Types 17.04.2020

Type 3 - Frame





Facade Type 3 is formed by combining Facade Types 1 and 2. Which further reinforces the design principles 'Corners & Solidity' and 'Silhouette.' It presents itself as a solid framed addition to the suite of corner buildings that intersect Swan and Burnley Street.

Attachment 18 - PLN20/0006 - 462 - 482 Swan Street Richmond - Without Prejudice Sketch Plans (15/06/2020)

3 Current Podium Design Views

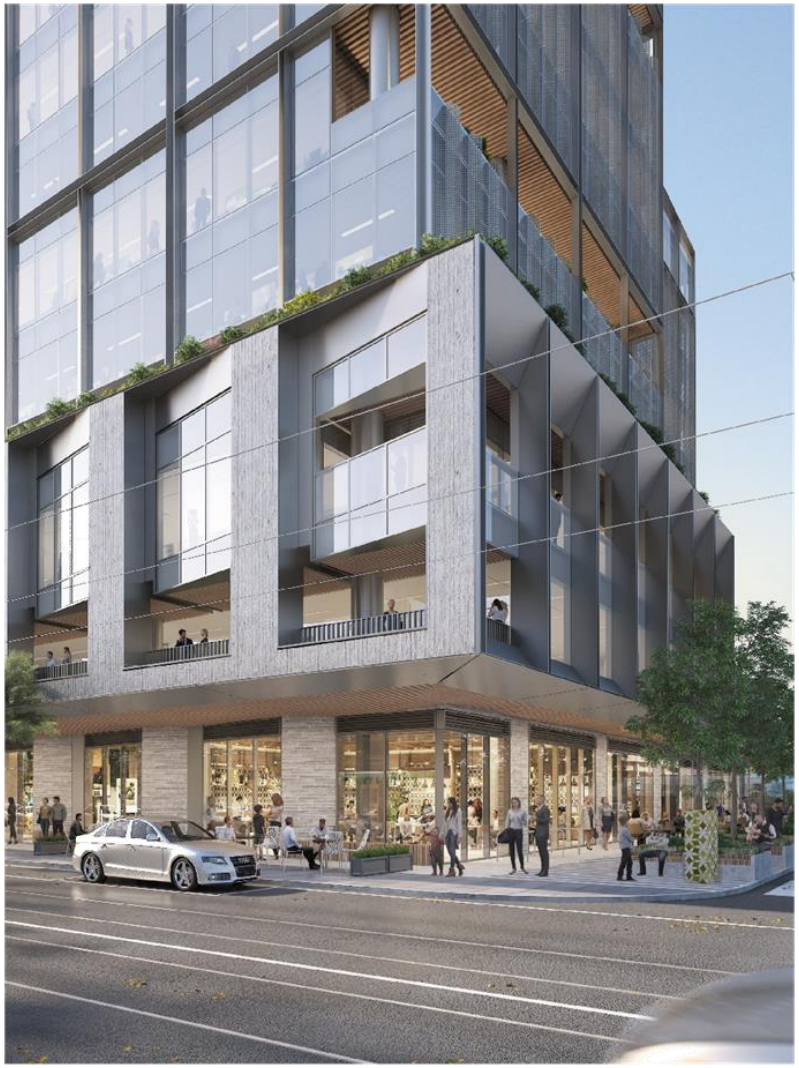
Attachment 18 - PLN20/0006 - 462 - 482 Swan Street Richmond - Without Prejudice Sketch Plans (15/06/2020)



Attachment 18 - PLN20/0006 - 462 - 482 Swan Street Richmond - Without Prejudice Sketch Plans (15/06/2020)





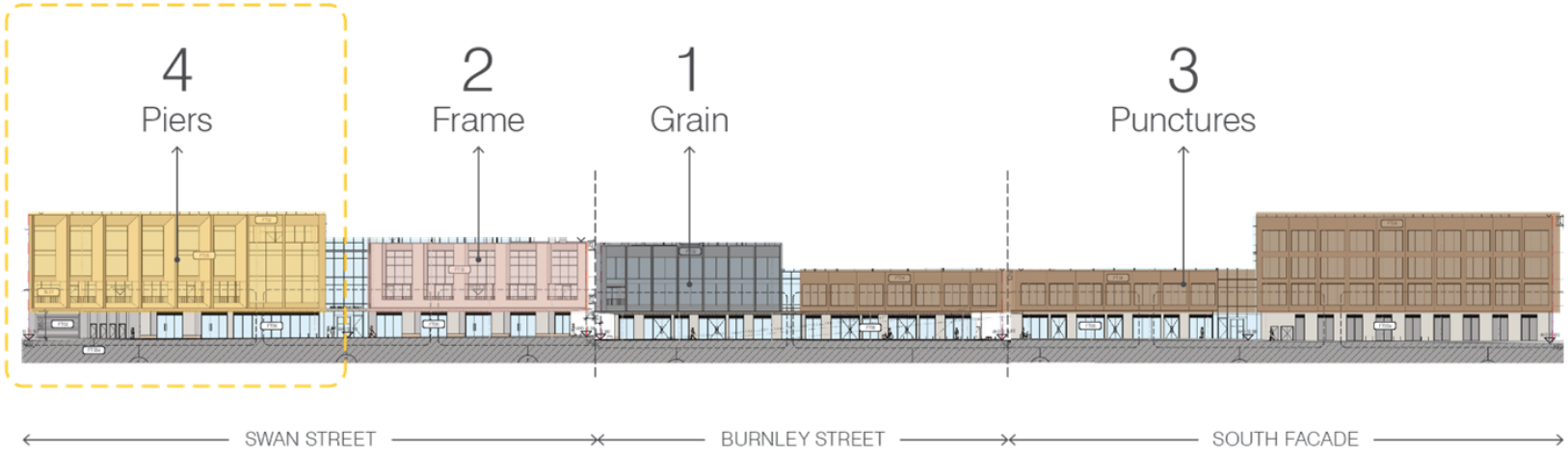


Attachment 18 - PLN20/0006 - 462 - 482 Swan Street Richmond - Without Prejudice Sketch Plans (15/06/2020)

4 Additional Alternative Facade Type

Attachment 18 - PLN20/0006 - 462 - 482 Swan Street Richmond - Without Prejudice Sketch Plans (15/06/2020)

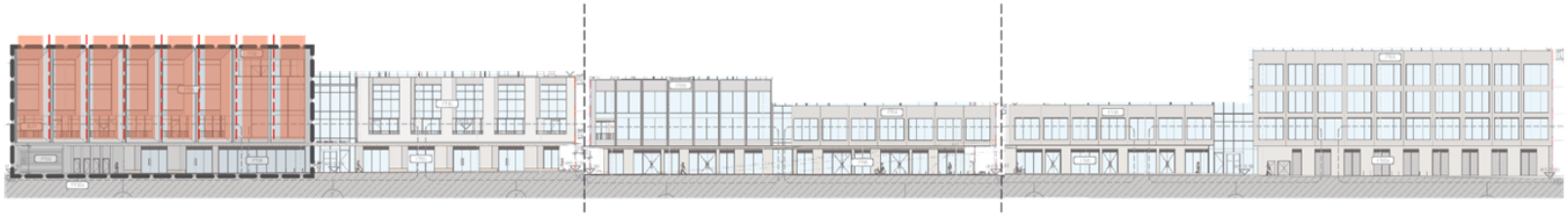
Alternative Facade Type 12.06.2020



Attachment 18 - PLN20/0006 - 462 - 482 Swan Street Richmond - Without Prejudice Sketch Plans (15/06/2020)

Alternative Facade Type 12.06.2020

4
Piers



SWAN STREET — BURNLEY STREET — SOUTH FACADE

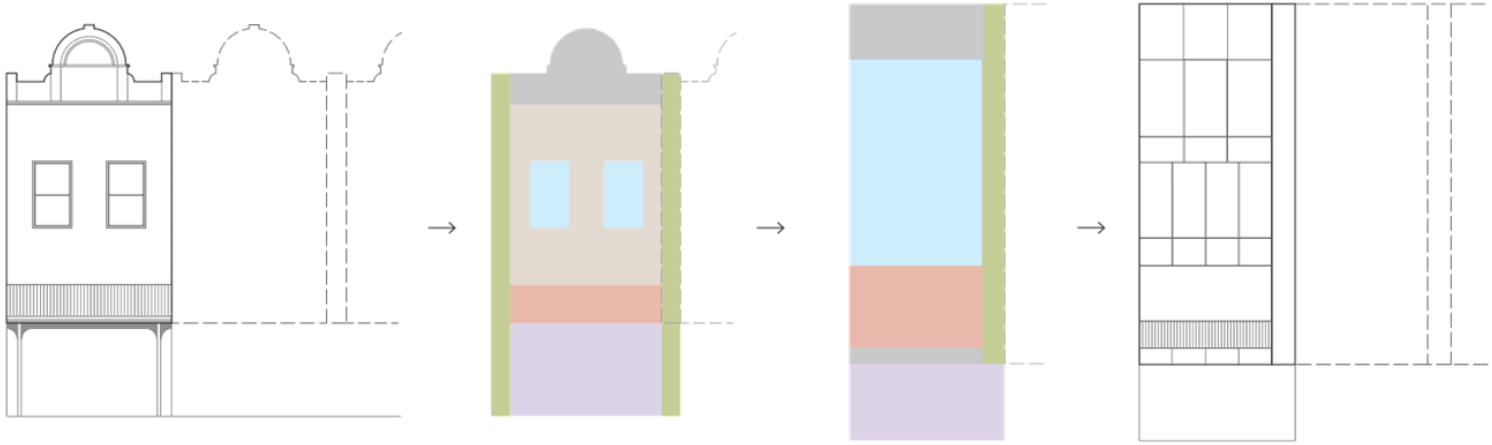
Expresses Original
Subdivision Pattern

Attachment 18 - PLN20/0006 - 462 - 482 Swan Street Richmond - Without Prejudice Sketch Plans (15/06/2020)

Alternative Facade Type 12.06.2020

Type 4 - Piers





Swan Street Elevation

Sum of Parts

Translation

North-East Elevation

Facade Type 4 develops on the current facade proposal by emphasising the design principle, 'Reflecting Local Grain,' through masonry piers. These piers simultaneously reference both the pattern of subdivision on the existing site and the materiality of the historic Mills buildings.

1 Reflecting Local Grain



Attachment 18 - PLN20/0006 - 462 - 482 Swan Street Richmond - Without Prejudice Sketch Plans (15/06/2020)

Facade Type - Current Proposal 17.04.2020

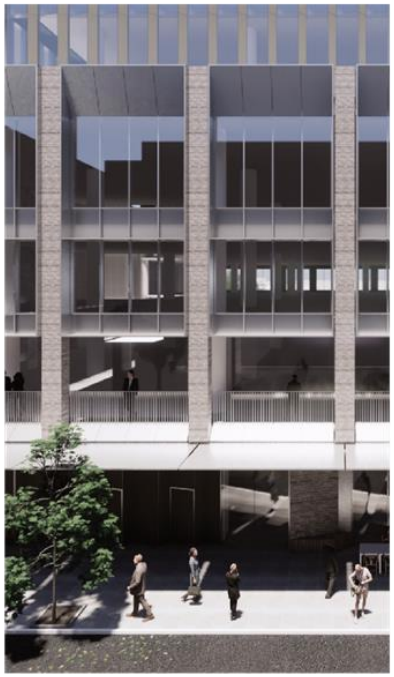


View from Swan Street
looking West

*Achitectus Impression

Attachment 18 - PLN20/0006 - 462 - 482 Swan Street Richmond - Without Prejudice Sketch Plans (15/06/2020)

Facade Type - Alternative 12.06.2020





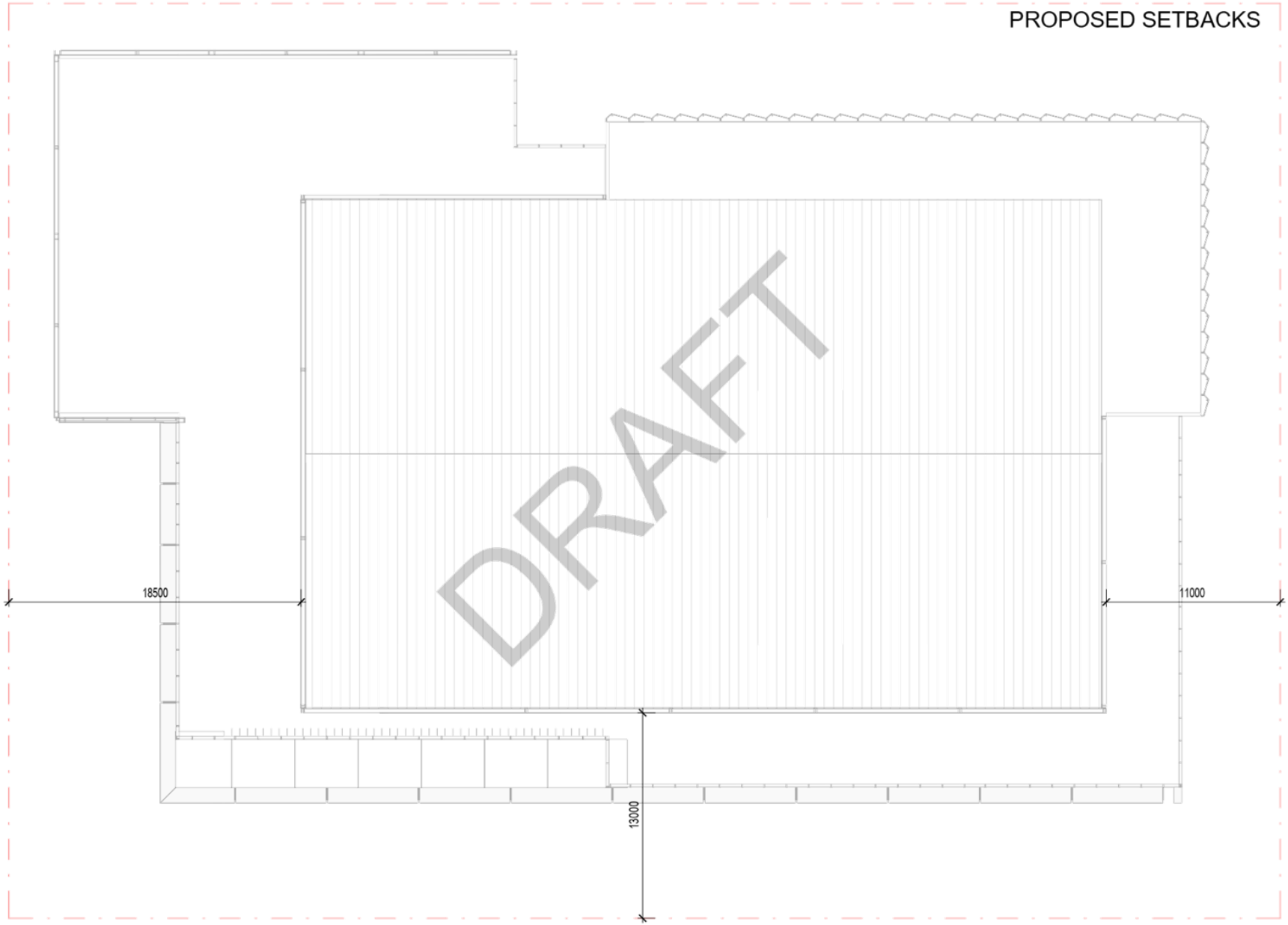
View from Swan Street
looking West

*Achitectus Impression

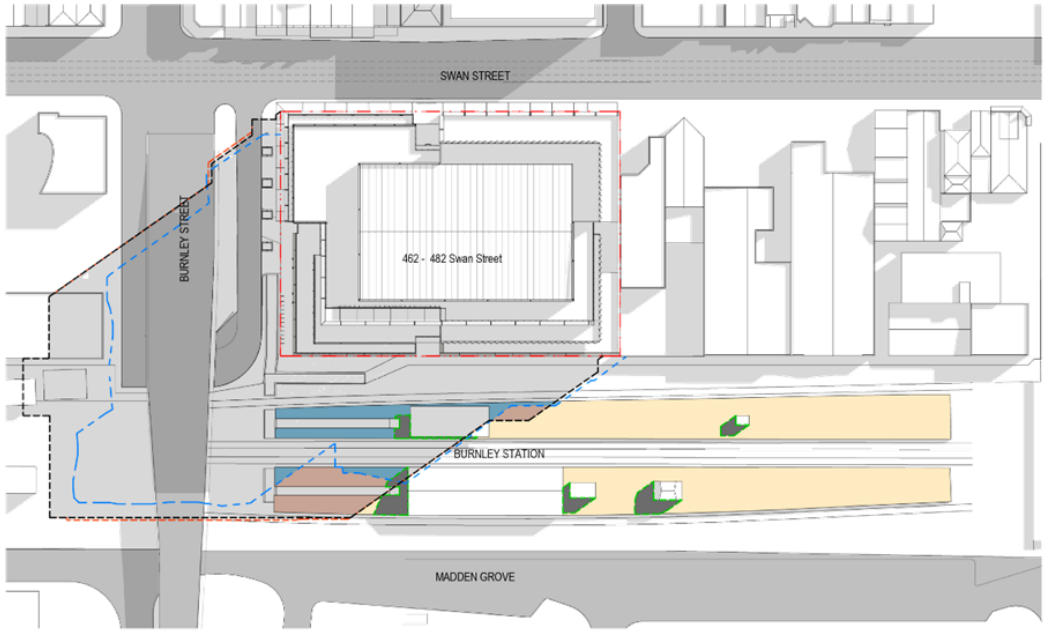
Attachment 18 - PLN20/0006 - 462 - 482 Swan Street Richmond - Without Prejudice Sketch Plans (15/06/2020)



Attachment 18 - PLN20/0006 - 462 - 482 Swan Street Richmond - Without Prejudice Sketch Plans (15/06/2020)



Attachment 18 - PLN20/0006 - 462 - 482 Swan Street Richmond - Without Prejudice Sketch Plans (15/06/2020)



1 Revised vs Approved - 9am - 22 September

SCALE: 1 : 500

Platforms	Total Platform Area (m2) Excluding Ramp and Station Buildings	Existing Building Shadows (m2)	Existing Unshadowed Area (m2)	Approved Additional Shadows (m2)	Approved Unshadowed Area (m2)	Proposed Additional Shadows (m2)	Proposed Unshadowed Area (m2)	Net Additional Proposed Shadows (m2)	Revised Additional Shadows (m2)	Revised Unshadowed Area (m2)	New Net Additional Shadows (m2) 12.06.2020
North	1,247	41	1,206	196	1,010	226	980	30	226	980	30
South	1,166	117	1,049	42	1,007	231	818	189	231	818	189
Both	2,413	158	2,255	238	2,017	457	1,798	219	457	1,798	219

NOTE:

Existing Building Shadows + Existing Unshadowed Area = Total Platform Area
Existing Building Shadows + Approved Additional Shadows + Approved Unshadowed Area = Total Platform Area
Existing Building Shadows + Proposed Additional Shadows + Proposed Unshadowed Area = Total Platform Area
Proposed Additional Shadows - Approved Additional Shadows = Proposed and Approved Difference
Revised Additional Shadows - Approved Additional Shadows = New Net Additional Shadows

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Nominated Architect
Roy Rowe, NSW 6353

Do not scale drawings. Verify all dimensions on site

issue	amendment	date
A	Issue for Information	12/05/2020

Shadow Diagram Legend

- Existing Conditions
- Proposed Scheme RFI#2
- Approved PLN15/0057 Scheme
- Approved 484-486 Swan Street Scheme
- Revised Scheme 12.06.2020

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checker: Checker | scale: 1 : 500@A1
drawn: Author | project no: 190060

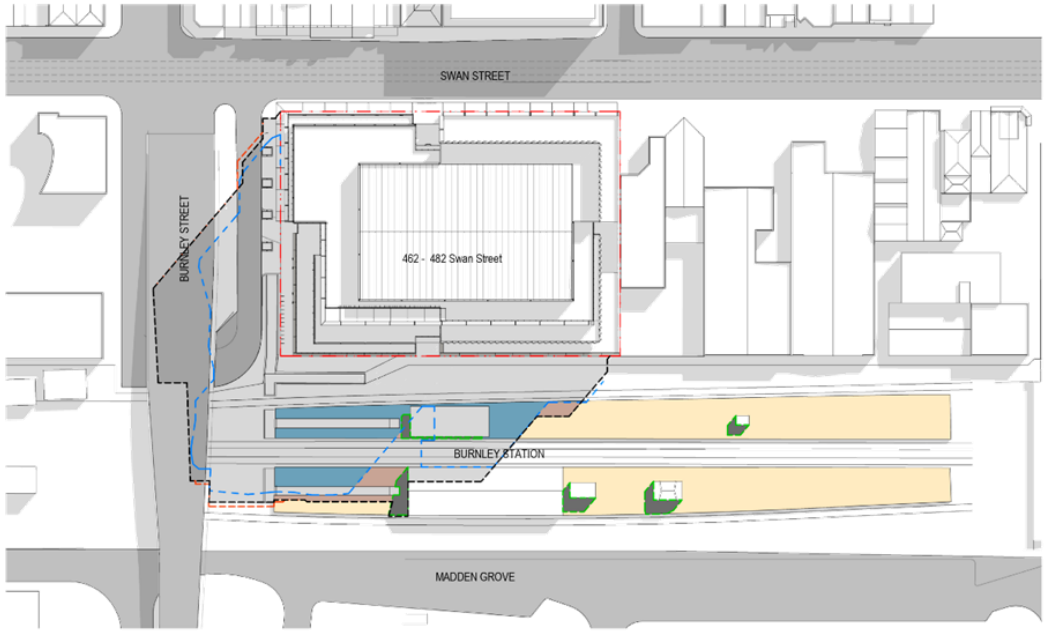
project: 480 Swan Street

drawing: Shadow Studies - Revised vs Approved

drawing no.: DA0136 | issue: A

15/06/20 4:29:46 PM

Attachment 18 - PLN20/0006 - 462 - 482 Swan Street Richmond - Without Prejudice Sketch Plans (15/06/2020)



1 Revised vs Approved - 10am - 22 September

SCALE: 1 : 500

Platforms	Total Platform Area (m2) Excluding Ramp and Station Buildings	Existing Building Shadows (m2)	Existing Unshadowed Area (m2)	Approved Additional Shadows (m2)	Approved Unshadowed Area (m2)	Proposed Additional Shadows (m2)	Proposed Unshadowed Area (m2)	Net Additional Proposed Shadows (m2)	Revised Additional Shadows (m2)	Revised Unshadowed Area (m2)	New Net Additional Shadows (m2) 12.06.2020
North	1,247	31	1,216	270	946	298	918	28	298	918	28
South	1,166	88	1,078	97	981	180	898	83	179	899	82
Both	2,413	119	2,294	367	1,927	478	1,816	111	477	1,817	110

NOTE:

Existing Building Shadows + Existing Unshadowed Area = Total Platform Area
Existing Building Shadows + Approved Additional Shadows + Aproved Unshadowed Area = Total Platform Area
Existing Building Shadows + Proposed Additional Shadows + Proposed Unshadowed Area = Total Platform Area
Proposed Additional Shadows - Approved Additional Shadows = Proposed and Approved Difference
Revised Additional Shadows - Approved Additional Shadows = New Net Additional Shadows

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Nominated Architect
Roy Rowe, NSW 6353

Do not scale drawings. Verify all dimensions on site

issue	amendment	date
A	Issue for Information	12/05/2020

Shadow Diagram Legend

- Existing Conditions
- Proposed Scheme RFI#2
- Approved PLN15/0057 Scheme
- Approved 484-486 Swan Street Scheme
- Revised Scheme 12.06.2020

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drawn Author project no 190060

project: 480 Swan Street

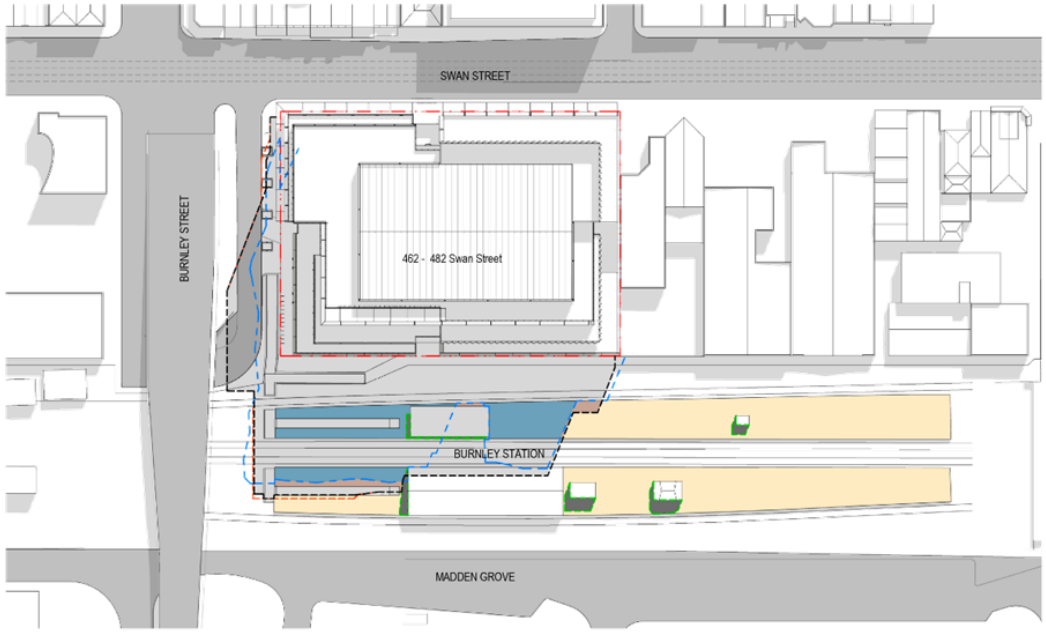
drawing: Shadow Studies - Revised vs Approved

drawing no. DA0137

issue A

15/06/20 4:21:06 PM

Attachment 18 - PLN20/0006 - 462 - 482 Swan Street Richmond - Without Prejudice Sketch Plans (15/06/2020)



1 Revised vs Approved - 11am - 22 September

SCALE: 1 : 500

Platforms	Total Platform Area (m2) Excluding Ramp and Station Buildings	Existing Building Shadows (m2)	Existing Unshadowed Area (m2)	Approved Additional Shadows (m2)	Approved Unshadowed Area (m2)	Proposed Additional Shadows (m2)	Proposed Unshadowed Area (m2)	Net Additional Proposed Shadows (m2)	Revised Additional Shadows (m2)	Revised Unshadowed Area (m2)	New Net Additional Shadows (m2) 12.06.2020
North	1,247	22	1,225	343	881	369	855	26	369	855	26
South	1,166	64	1,102	101	1,001	160	942	59	144	958	43
Both	2,413	86	2,327	444	1,882	530	1,797	85	513	1,813	69

NOTE:

Existing Building Shadows + Existing Unshadowed Area = Total Platform Area
Existing Building Shadows + Approved Additional Shadows = Approved Unshadowed Area = Total Platform Area
Existing Building Shadows + Proposed Additional Shadows = Proposed Unshadowed Area = Total Platform Area
Proposed Additional Shadows - Approved Additional Shadows = Proposed and Approved Difference
Revised Additional Shadows - Approved Additional Shadows = New Net Additional Shadows

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Nominated Architect
Roy Rowe, NSW/ARB 6359

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issue	amendment	date
A	Issue for Information	12/05/2020

Shadow Diagram Legend

- Existing Conditions
- Proposed Scheme RFI#2
- Approved PLN15/0057 Scheme
- Approved 484-486 Swan Street Scheme
- Revised Scheme 12.06.2020

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checked Checker scale 1 : 500@A1
drawn Author project no. 190060

project: 480 Swan Street

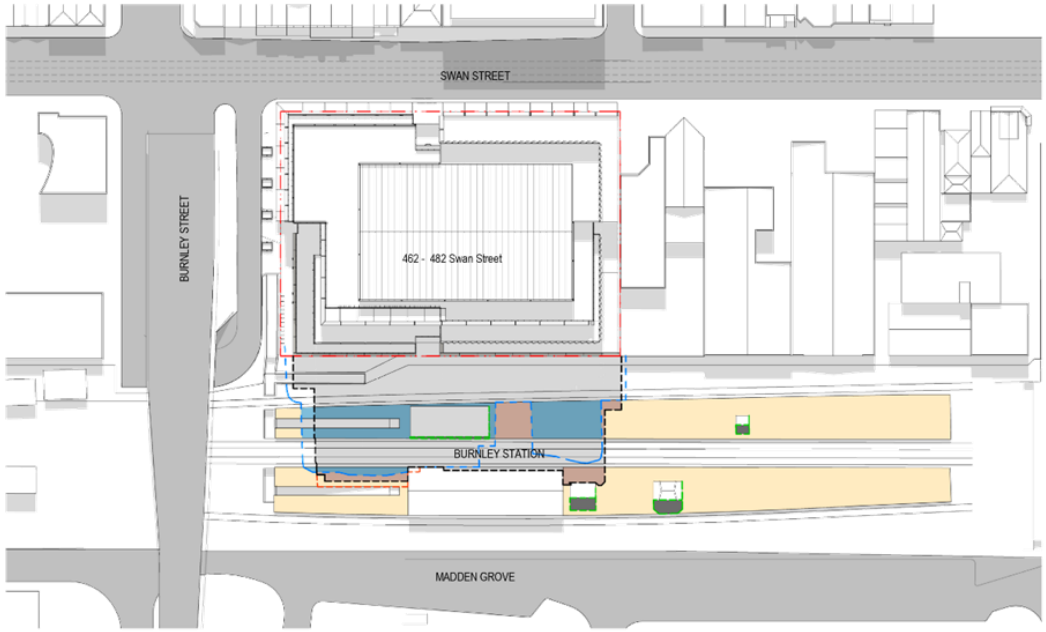
drawing: Shadow Studies - Revised vs Approved

drawing no. DA0138

issue A

15/06/20 4:21:26 PM

Attachment 18 - PLN20/0006 - 462 - 482 Swan Street Richmond - Without Prejudice Sketch Plans (15/06/2020)



1 Revised vs Approved - 12pm - 22 September

SCALE: 1 : 500

Platforms	Total Platform Area (m2) Excluding Ramp and Station Buildings	Existing Building Shadows (m2)	Existing Unshadowed Area (m2)	Approved Additional Shadows (m2)	Approved Unshadowed Area (m2)	Proposed Additional Shadows (m2)	Proposed Unshadowed Area (m2)	Net Additional Proposed Shadows (m2)	Revised Additional Shadows (m2)	Revised Unshadowed Area (m2)	New Net Additional Shadows (m2) 12.06.2020
North	1,247	15	1,231	319	912	394	837	75	394	837	75
South	1,166	39	1,127	38	1,089	139	988	101	108	1,019	71
Both	2,413	54	2,358	357	2,002	534	1,825	177	502	1,856	146

NOTE:

Existing Building Shadows + Existing Unshadowed Area = Total Platform Area
Existing Building Shadows + Approved Additional Shadows + Aproved Unshadowed Area = Total Platform Area
Existing Building Shadows + Proposed Additional Shadows + Proposed Unshadowed Area = Total Platform Area
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Nominated Architect
Roy Rowe, NSW 6353

issue	amendment	date
A	Issue for Information	12/06/2020

Do not scale drawings. Verify all dimensions on site

Shadow Diagram Legend

- Existing Conditions
- Proposed Scheme RFI#2
- Approved PLN15/0057 Scheme
- Approved 484-486 Swan Street Scheme
- Revised Scheme 12.06.2020

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checked Checker scale 1 : 500@A1
drawn Author project no. 190060

project: 480 Swan Street

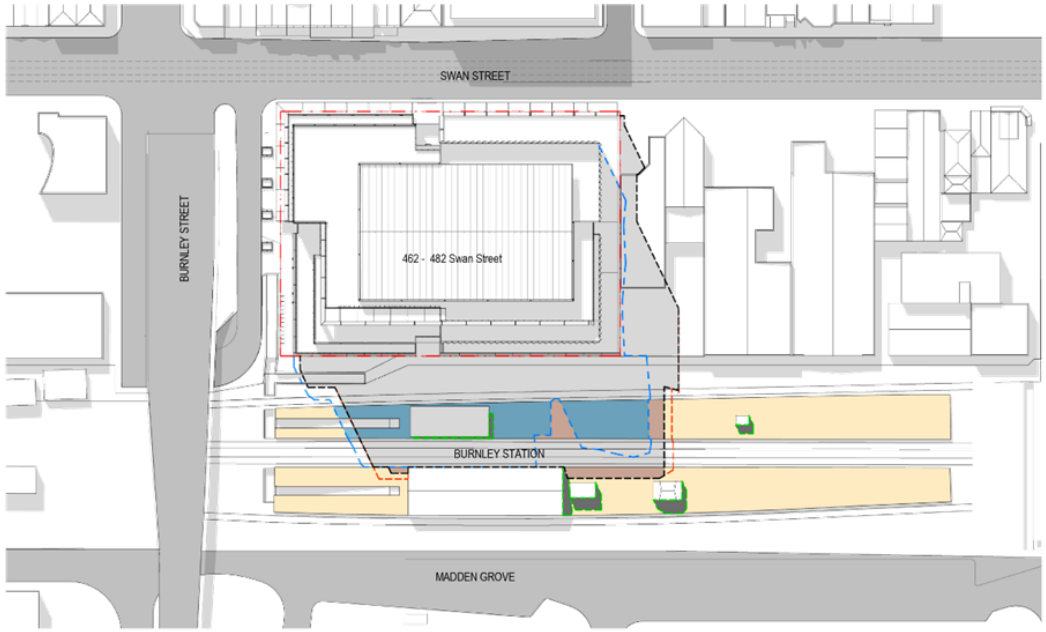
drawing: Shadow Studies - Revised vs Approved

drawing no. DA0139

issue A

15/06/20 4:21:45 PM

Attachment 18 - PLN20/0006 - 462 - 482 Swan Street Richmond - Without Prejudice Sketch Plans (15/06/2020)



1 Revised vs Approved - 1pm - 22 September

SCALE: 1 : 500

Platforms	Total Platform Area (m2) Excluding Ramp and Station Buildings	Existing Building Shadows (m2)	Existing Unshadowed Area (m2)	Approved Additional Shadows (m2)	Approved Unshadowed Area (m2)	Proposed Additional Shadows (m2)	Proposed Unshadowed Area (m2)	Net Additional Proposed Shadows (m2)	Revised Additional Shadows (m2)	Revised Unshadowed Area (m2)	New Net Additional Shadows (m2) 12.06.2020
North	1,247	22	1,224	402	823	480	744	79	483	761	62
South	1,166	63	1,103	0	1,103	86	1,016	86	69	1,034	69
Both	2,413	86	2,327	402	1,925	567	1,760	165	532	1,795	131

NOTE:

Existing Building Shadows + Existing Unshadowed Area = Total Platform Area
Existing Building Shadows + Approved Additional Shadows + Approved Unshadowed Area = Total Platform Area
Existing Building Shadows + Proposed Additional Shadows + Proposed Unshadowed Area = Total Platform Area
Proposed Additional Shadows - Approved Additional Shadows = Proposed and Approved Difference
Revised Additional Shadows - Approved Additional Shadows = New Net Additional Shadows

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Nominated Architect
Roy Rowe, NSW/ARB 6359

Do not scale drawings. Verify all dimensions on site

issue	amendment	date
A	Issue for Information	12/05/2020

Shadow Diagram Legend

- Existing Conditions
- Proposed Scheme RFI#2
- Approved PLN15/0057 Scheme
- Approved 484-486 Swan Street Scheme
- Revised Scheme 12.06.2020

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drawn Author project no. 190060

project: 480 Swan Street

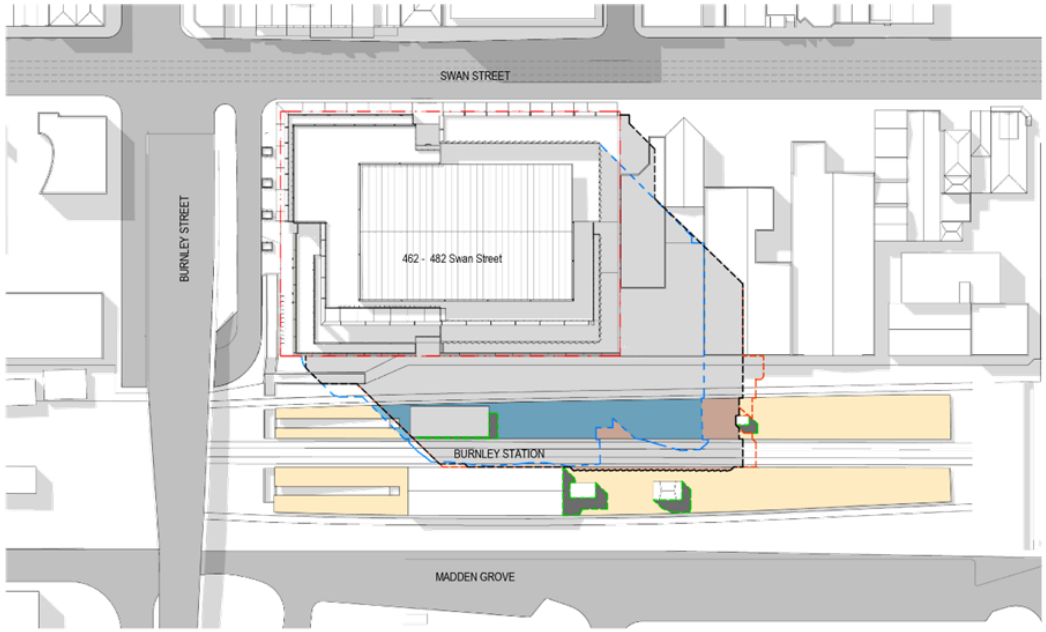
drawing: Shadow Studies - Revised vs Approved

drawing no. DA0140

issue A

15/06/20 4:22:04 PM

Attachment 18 - PLN20/0006 - 462 - 482 Swan Street Richmond - Without Prejudice Sketch Plans (15/06/2020)



1 Revised vs Approved - 2pm - 22 September

SCALE: 1 : 500

Platforms	Total Platform Area (m2) Excluding Ramp and Station Buildings	Existing Building Shadows (m2)	Existing Unshadowed Area (m2)	Approved Additional Shadows (m2)	Approved Unshadowed Area (m2)	Proposed Additional Shadows (m2)	Proposed Unshadowed Area (m2)	Net Additional Proposed Shadows (m2)	Revised Additional Shadows (m2)	Revised Unshadowed Area (m2)	New Net Additional Shadows (m2) 12.06.2020
North	1,247	30	1,216	472	744	585	831	113	566	650	95
South	1,166	81	1,085	0	1,085	29	1,056	29	29	1,056	29
Both	2,413	111	2,302	472	1,830	615	1,687	143	595	1,706	124

NOTE:

Existing Building Shadows + Existing Unshadowed Area = Total Platform Area
Existing Building Shadows + Approved Additional Shadows + Approved Unshadowed Area = Total Platform Area
Existing Building Shadows + Proposed Additional Shadows + Proposed Unshadowed Area = Total Platform Area
Proposed Additional Shadows - Approved Additional Shadows = Proposed and Approved Difference
Revised Additional Shadows - Approved Additional Shadows = New Net Additional Shadows

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Nominated Architect
Roy Rowe, NSW 6353

Do not scale drawings. Verify all dimensions on site

issue	amendment	date
A	Issue for Information	12/05/2020

Shadow Diagram Legend

- Existing Conditions
- Proposed Scheme RFI#2
- Approved PLN15/0057 Scheme
- Approved 484-486 Swan Street Scheme
- Revised Scheme 12.06.2020

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checked Checker scale 1 : 500@A1
drawn Author project no. 190060

project: 480 Swan Street

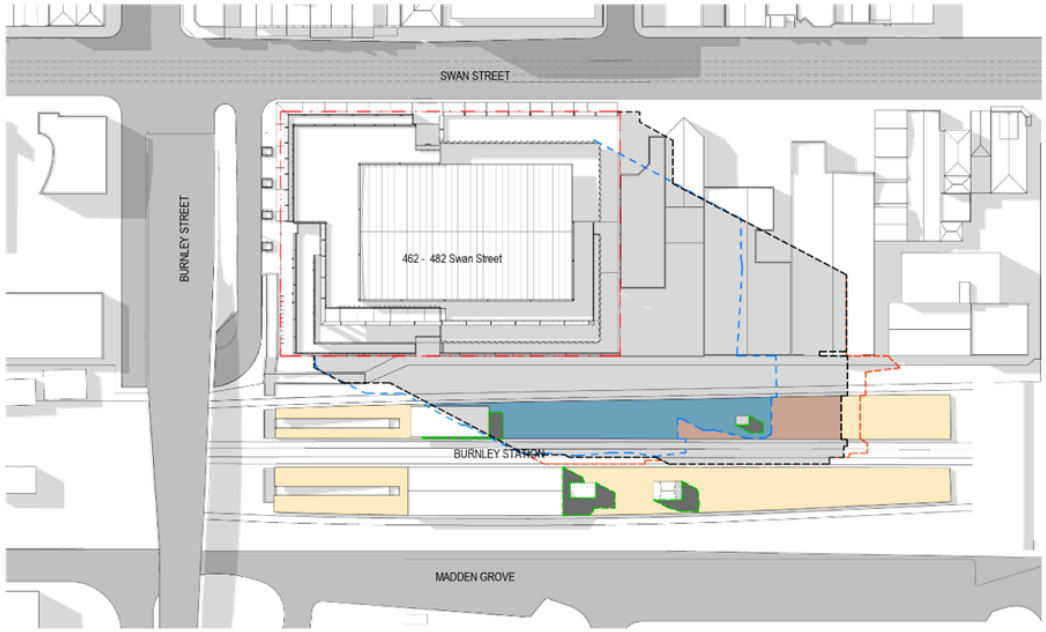
drawing: Shadow Studies - Revised vs Approved

drawing no. DA0141

issue A

15/06/20 4:22:24 PM

Attachment 18 - PLN20/0006 - 462 - 482 Swan Street Richmond - Without Prejudice Sketch Plans (15/06/2020)



1 Revised vs Approved - 3pm - 22 September

SCALE: 1 : 500

Platforms	Total Platform Area (m2) Excluding Ramp and Station Buildings	Existing Building Shadows (m2)	Existing Unshadowed Area (m2)	Approved Additional Shadows (m2)	Approved Unshadowed Area (m2)	Proposed Additional Shadows (m2)	Proposed Unshadowed Area (m2)	Net Additional Proposed Shadows (m2)	Revised Additional Shadows (m2)	Revised Unshadowed Area (m2)	New Net Additional Shadows (m2) 12.06.2020
North	1,247	41	1,205	548	658	800	406	252	753	452	205
South	1,166	105	1,061	0	1,061	0	1,061	0	0	1,061	0
Both	2,413	146	2,267	548	1,719	800	1,467	252	753	1,513	205

NOTE:

Existing Building Shadows + Existing Unshadowed Area = Total Platform Area
Existing Building Shadows + Approved Additional Shadows + Approved Unshadowed Area = Total Platform Area
Existing Building Shadows + Proposed Additional Shadows + Proposed Unshadowed Area = Total Platform Area
Proposed Additional Shadows - Approved Additional Shadows = Proposed and Approved Difference
Revised Additional Shadows - Approved Additional Shadows = New Net Additional Shadows

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Nominated Architect
Roy Rowe, NSW/ARB 6359

Do not scale drawings. Verify all dimensions on site

issue	amendment	date
A	Issue for Information	12/06/2020

Shadow Diagram Legend

- Existing Conditions
- Proposed Scheme RFI#2
- Approved PLN15/0057 Scheme
- Approved 484-486 Swan Street Scheme
- Revised Scheme 12.06.2020

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checked Checker scale 1 : 500@A1
drawn Author project no. 190060

project: 480 Swan Street

drawing: Shadow Studies - Revised vs Approved

drawing no. DA0142

issue A

15/06/20 4:22:46 PM

Attachment 19 - PLN20/0006 - 462 - 482 Swan Street Richmond - Head, Transport for Victoria referral response

King, Michelle

From: James Noy (DOT) <James.Noy@transport.vic.gov.au>
Sent: Friday, 12 June 2020 2:56 PM
To: King, Michelle
Cc: Joe Grech
Subject: FW: PLN20/0006 - 462-482 Swan Street, Richmond
Attachments: 462 482 Swan Street Richmond Delegate Response (final as at 10 June 2020)-WL18YN8S2.pdf; 462 482 Swan Street Richmnd Delegate Response (draft as at 9 June 2020).docx

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Michelle..... I was just talking to Joe regarding the conditions and they have requested a small change to our condition 1 (a) which is in red below. I have no objection to the rewording proposed below if you could please update in your report to Council

Thank You

James

James Noy
Senior Statutory Planner (Public Transport)
Metro North West (Surface Transport)
Department of Transport
Located: Level 23, 1 Spring Street
Melbourne Victoria 3000 Australia
PO Box 2392 Melbourne Victoria 3001
Telephone +61 3 8392 7984
Email james.noy@ecodev.vic.gov.au

From: Joe Grech <jgrech@humanhabitats.com.au>
Sent: Friday, 12 June 2020 2:10 PM
To: James Noy (DOT) <James.Noy@transport.vic.gov.au>; James Noy (DOT) <James.Noy@transport.vic.gov.au>
Subject: [EXTERNAL] RE: PLN20/0006 - 462-482 Swan Street, Richmond

Hi James

I've tried to call again as I am hoping to discuss the intent behind Condition 10:

> *Unless otherwise agreed in writing with TfV and VicTrack, windows, doors and balconies must not be placed on the title boundary with Railway Land and no windows or doors are permitted to pen beyond the Railway Land title boundary to the satisfaction of TfV and VicTrack*

And to discuss the wording of Condition 1(a), specifically if it were to be amend to the following:

Attachment 19 - PLN20/0006 - 462 - 482 Swan Street Richmond - Head, Transport for Victoria referral response

The installation of signs, line marking, splitter island and associated road works permitting only "left turn in" and left turn out" vehicular access from Swan Street ~~(informed by the Road Safety Audit)~~ unless otherwise recommend by the Road Safety Audit

Please give me a call on 0431 088 874 at your earliest convenience so that we can better understand what is required.

Kind Regards

JOE GRECH
SENIOR PLANNER
03 9909 2202
0431 088 874
jgrech@humanhabitats.com.au

HUMAN HABITATS
Level 4, Suite 424, 838 Collins Street
Docklands, VIC 3008, Australia

From: Joe Grech
Sent: Thursday, 11 June 2020 9:14 PM
To: james.noy@ecodev.vic.gov.au
Subject: PLN20/0006 - 462-482 Swan Street, Richmond

Hi James

I called and left a message for you earlier today. I was hoping to discuss the intent behind Condition 10:

Unless otherwise agreed in writing with TfV and VicTrack, windows, doors and balconies must not be placed on the title boundary with Railway Land and no windows or doors are permitted to pen beyond the Railway Land title boundary to the satisfaction of TfV and VicTrack

Please give me a call on 0431 088 874 at your earliest convenience so that we can better understand what is required.

Kind Regards

JOE GRECH
SENIOR PLANNER
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0431 088 874
jgrech@humanhabitats.com.au

HUMAN HABITATS
Level 4, Suite 424, 838 Collins Street
Docklands, VIC 3008, Australia

Attachment 19 - PLN20/0006 - 462 - 482 Swan Street Richmond - Head, Transport for Victoria referral response

Department of Transport

GPO Box 2392
Melbourne, VIC 3001 Australia
Telephone: +61 3 9651 9999
www.transport.vic.gov.au
DX 201292

Ref: PPR 32739/20

Michelle King
Acting Principal Planner
Yarra City Council
PO BOX 168
Richmond VIC

email: michelle.king@yarracity.vic.gov.au

YARRA PLANNING SCHEME
PLANNING APPLICATION NO: PLN20/0006
PROPOSAL: CONSTRUCTION OF A THIRTEEN STOREY BUILDING, REDUCTION IN THE CAR PARKING REQUIREMENT, ALTERATION OF ACCESS TO A ROAD ZONE, CATEGORY 1.
ADDRESS: 462 – 482 SWAN STREET, RICHMOND

Thank you for your email dated 29th April 2020 referring the above application to the Head, Transport for Victoria (TfV) pursuant to Section 55 of the *Planning and Environment Act 1987*.

A key priority of the Department since the reform of the *Transport Integration Act 2010* on 1 January 2020 has been the integration of referral functions by the Head, Transport for Victoria for both former Vic Roads and Public Transport for Victoria. Considering this, please note that this response provides a whole of Department of Transport position including both Public Transport and Roads.

As Council will be aware, the Department have considered a previous application for this site through a Planning Scheme Amendment and Planning Panel several years ago. At the time, there was considerable debate at the Panel about the provision of traffic signals to access the site, delays to trams along Swan Street and public realm works to integrate Burnley Station and surrounds.

The new use and development has less car parking spaces and places emphasis on the site's public and active transport access which is welcomed. The Department have reviewed the new application and have concluded that traffic signals can be waived in this instance provided access is restricted to a left in left out arrangement like the application at the adjoining property to the east.

The Department have also recommended a detailed road safety audit for the site and public realm works to assess and improve pedestrian / cycle movements and traffic safety to and from the site and surrounds.

The Burnley Street underpass was also discussed during the Planning Panel and is currently used for Metro Trains bus replacements. The underpass is also slated for a bus terminal when

VICTORIA State Government

funding for a bus route becomes available. The space available in the underpass is already restrained and we would respectfully request Council use this opportunity to remove on street parking in this location for pedestrian improvements and protection of existing and future public transport requirements.

The Head, Transport for Victoria, pursuant to Section 56(1) of the *Planning and Environment Act 1987* **does not object** to the grant of a planning permit subject to the following conditions:

Conditions:

1. Before the development commences (excluding demolition), or other time agreed to in writing with Head, Transport for Victoria, amended plans to the satisfaction of the Head, transport for Victoria (TfV) must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and three copies must be provided. These plans must be generally in accordance with the plans submitted to TfV with the application but are to be modified to show:

   a) the installation of signs, line marking, splitter island and associated road works permitting only "left turn in" and "left turn out" vehicular access from Swan Street (informed by the Road Safety Audit);
   b) modification as required and/or removal of any existing car parking spaces, street tree/s and associated road works on the south side of Swan Street to accommodate the new vehicular access arrangement;
   c) retention of Metro Train bus replacement space in the Burnley Street underpass;
   d) tram shelter and associated works in an agree location on Swan Street;
   e) a landscaping plan and schedule;
   f) demonstrate compliance with air, light and fire requirements without reliance on railway land, and;
   g) any recommendations of the road safety audit,

   to the satisfaction of the TfV.

2. Before the development commences (excluding demolition), unless otherwise agreed in writing with TfV, the permit holder must submit a formal road safety audit, (including a function layout plan) by a suitable qualified consultant, to the satisfaction of TfV and the Responsible Authority. The audit must include, but not limited to:

   i) the function and layout of the left in left out Swan Street access,
   ii) pedestrian, cycle and vehicle access/egress arrangements (including pedestrian crossings at/in vicinity of the intersection of Swan & Burnley Streets)
   iii) loading arrangements,
   iv) buildings and works within the public realm,
   v) internal circulation/layout,
   vi) lighting and vegetation impact on adjoining roadway/s.

   The findings of the audit must be incorporated into the development and at the developer's expense.

3. Unless otherwise agreed in writing with TfV within six (6) months of the occupation of the development the permit holder must submit a post development road safety audit, to the satisfaction of TfV, demonstrating that all works associated with the approved road safety

audit have been tested and any reasonable alterations required are completed to the full cost of the permit holder and to the satisfaction of TfV.

4. Before the Development commences, unless otherwise agreed in writing with the Head Transport for Victoria, the permit holder must submit detailed plans (inclusive of materials and landscaping) to the satisfaction of the Head, Transport for Victoria (TfV), Vic Track and the Rail Operator (RO) showing the development interface improvements for the footpath to the south (directly abutting the subject site's boundaries and extending along the frontage to the railway land and connecting to the Burnley Station ramps as appropriate) being 'public realm works' on railway land. The plans must:

   (i) show lighting, landscaping, footpaths, bicycle parking, street furniture and associated infrastructure;
   (ii) meet Rail Operator specifications and standards; and
   (iii) demonstrate that the works are compliant with the Disability Standard for Accessible Public Transport 2002.

   a) A construction control agreement must be in place between the Permit Holder and RO prior to commencement of the Public Ream Works on Railway Land.

   b) The Public Realm Works outlined in the plans must be completed by the permit holder at their full cost and to the satisfaction of TfV, VicTrack & the RO.

5. Prior to the commencement of work on site (excluding demolition) detailed construction / engineering plans and computations for construction works abutting railway land, railway operations, and railway infrastructure assets must be submitted and approved by VicTrack, TfV and the Rail Operator (RO). The Plans must detail all excavation design and controls of the site adjacent to the railway corridor. The Design Plans must ensure compliance regarding:

   a. building clearances to aerial power lines as per the applicable Victorian Electrical Safety (Installations) Regulations;
   b. design loadings for the building include for:

      i) compliance with AS5100 Parts 1 and 2 for collision protection and impact loads from derailed trains,
      ii) compliance with AS1170 Part 4 - Earthquake Actions in Australia,

   c. working adjacent to overhead power to the satisfaction of the RO;
   d. demonstrate compliance with air, light and fire requirements without reliance on railway land; and
   e. demonstrates a design plan, and a maintenance and operations strategy for balconies and windows that will eliminate any risk of debris falling or being thrown onto railway land.

6. Unless otherwise agreed in writing with TfV, before the commencement of works (including demolition), a Construction Management Plan must be submitted to TfV and Vic Track for approval. The Construction Management Plan must designate operating hours and include details of (but not be limited to) management proposals and actions to protect Vic Track assets, rail infrastructure and the operation of the public transport network during construction and must set out objectives, performance and monitoring requirements to the satisfaction of Vic Track & TfV.

7 Unless otherwise agreed in writing with the TfV, before the commencement of works (including demolition), a Traffic Management Plan must be submitted to TfV which outlines how traffic will be managed throughout the construction of the development and mitigate impacts to public transport, including trains and trams. The Traffic Management Plan must be prepared and implemented to the satisfaction of TfV. All traffic management and mitigation costs will be at the full cost of the permit holder.

8. Unless otherwise agreed in writing with TfV, prior to construction commencing including demolition, a construction control and indemnity agreement as required by TfV must to be in place to the satisfaction of TfV at the full cost to the permit holder. Any costs required to review documents for the construction control and indemnity agreement must be met by the permit holder.

9. Unless otherwise agreed in writing with TfV, prior to the commencement of works (excluding demolition), the permit holder must prepare a report, to the satisfaction of TfV & the RO, by a suitable qualified consultant, which demonstrates that all building materials (including glass / window treatments) visible from the rail corridor are non-reflective such that it will not adversely impact on rail operations and driver safety. The development must avoid using red, green or yellow colour schemes that may interfere with driver operations.

10. Unless otherwise agreed in writing with TfV and VicTrack, windows, doors and balconies must not be placed on the title boundary with Railway Land and no windows or doors are permitted to open beyond the Railway Land title boundary to the satisfaction of TfV and VicTrack.

11. Prior to the occupation of the development, all works outlined on the endorsed plans for the left in left out only access must be completed with associated signs, to the satisfaction of TfV at the full cost to the permit holder.

12. The boundary wall must be treated with a graffiti proof finish and any graffiti that appears on the wall must be removed as soon as practicable to the satisfaction of VicTrack and the Rail Operator. Removal of graffiti must be undertaken at no cost to VicTrack or the Rail Operator.

13. Unless otherwise agreed in writing, permanent or temporary soil anchors must not be installed on railway land.

14. Prior to commencement of works, the Rail Operator must be contacted through the email address metrositeaccess@metrotrains.com.au to obtain the Rail Operator's conditions and safety requirements for works on, over or adjacent to railway land.

15. Any Rail Operator costs required to review documents or construction plan works within the rail environment must be met by the permit holder.

Attachment 19 - PLN20/0006 - 462 - 482 Swan Street Richmond - Head, Transport for Victoria referral response

16. Any damage to public transport infrastructure as a consequence of the construction works must be rectified to the satisfaction of TfV, at the full cost of the permit holder.

17. The permit holder must take all reasonable steps to ensure that disruptions to train and tram operation are kept to a minimum during the construction of the development, and in compliance with the Rail and Tram Safety and Environmental requirements.

18. No lighting is to be erected that throws light onto the railway tracks or which interferes with the visibility of signals and the rail lines by train drivers, to the satisfaction of the Rail Operator.

19. No drainage, effluent, waste, soil or other materials must enter or be directed to railway land or stored or deposited on railway land.

Should you require any further clarification, please feel free to contact myself or James Noy on telephone 03 8392 7984 or email james.noy@ecodev.vic.gov.au.

Yours sincerely



SIMON BASIC
Manager Transport Planning Metropolitan North West
Delegate of the Head, Transport for Victoria
10/06/2020

cc: wpearce@humanhabitats.com.au

Attachment 20 - PLN20/0006 - 462 - 482 Swan Street Richmond - Open Space referral response

Memo

To:	**Michelle King**
Cc:	
From:	**Julia Mardjuki**
Date:	**20 May 2020**
Subject:	**PLN20/0006 – 462 – 482 Swan Street Richmond – Open Space Referral**

Dear Michelle

Thank you for the opportunity to review this development proposal. I have considered the landscape plans from TCL dated April 2020 and compared them to the architectural plans provided by Architectus dated 16 April 2020.

The overall landscape concept is good and provides increased amenity to that section of Swan Street. There are a few items we would like addressed in the landscape concept plan:

- Ensure there is a 600mm set back between the proposed raised planters with custom seating along Burnley Street and the kerb.
- The awnings along Swan Street and Burnley Street will need to be adjusted to accommodate the canopy of the proposed tree planting.
- The paving materials outside the title boundary will need to be consistent with the wider precinct. Please ensure the urban design comments on this item are incorporated in future iterations of the plan.
- It would also be beneficial to have some consistency in the public realm between this and the adjoining development at 484 Swan Street, especially along Swan Street and the side facing Burnely Station.
- The tree selection in the public realm will need to be consistent with the advice from the Streetscapes and Natural Values team.
- The potential to modify the ramp to Burnely Station so it is complaint with DDA standards and meets a 1:14 grade should be considered.
- Given the traffic along the Burnley Street side is only to service this development and for cars to drop off at the station or turn out, can we investigate the development of a shared space where the public realm can stretch across to the verge of the overpass and potentially create some safe drop off zones for the development and to the station? This might also allow us meet the grade for access to the station while also accommodating the custom planters and awning along that side.
- What tree guards or treatments will be used around the proposed street trees on Burnley and Swan Streets? Please ensure these are consistent with the Yarra standard details.
- Can any landscape features be included in the walk through between the development that connects Swan Street to the train station, especially beneath the void spaces where there is

Attachment 20 - PLN20/0006 - 462 - 482 Swan Street Richmond - Open Space referral response

potential for some vertical greening? Or in the middle of the walkway which is quite generous at 7m.
- The widths and depths of the proposed planters are adequate to achieve the landscape proposal and we support them.
- Please ensure any proposed plants in the final plans do not appear on the DELWP advisory list of environmental weeds and will also be sun and shade tolerant as suited to the development.

I would like to request further information on:

The raised garden beds with custom furniture along Burnley Street:
- Provide clarity on the form and size as well as furniture around the edges of the planters. The plans provided in the concept section of the landscape report to those provided on LA301 show some inconsistencies.

The terrace area leading down to Burnley Station
- What are the levels through there?
- What materials are going to be used for the seating slabs?
- What is the relationship between the terrace and ramp into Burnley Station?
- Given this section is outside the title boundary, who will be responsible for the ongoing maintenance of this section?
- Does VicTrak need to provide approval for the proposed works in this section?

If a planning permit is issued, we will need to see:
- A detailed planting plan including a planting schedule so we can understand the landscape proposal. Please include the quantities, pot sizes, mature heights, botanical and common names.
- Provide a specification of works to be undertaken prior to planting.
- Provide information for ongoing maintenance, including for the façade planting.
- Provide details on the proposed methods for irrigation and drainage.

Please let me know if you require any further information from me or if you would like me to clarify my comments.

Sincerely

Julia Mardjuki
Open Space Planner

Attachment 21 - PLN20/0006 - 462 - 482 Swan Street Richmond - Streetscapes & Natural Values referral response

Memo

To: Michelle King

Cc:

From: Glen Williames

Date: 12 May 2020

Subject: PLN20/0006 – 462-482 Swan St Richmond

diverse

vibrant

exciting

inclusive

Michelle,

I have assessed the following plans:

- Landscape Management Plan Parts 1-3
- Plans Part 1-5

The proposal will have no effect on the existing vegetation located within the Burnley St u-turn side road.

The property frontage to the same road, proposes new garden beds x 4 with alternating *Zelkova* 'Green Vase' and Chinese Elm.

The Zelkova is an approved species and preferred as a single species along this frontage.

A review of the garden beds is recommended. Appropriate soil volumes to be calculated to support the proposed plantings, including consideration for passive irrigation or use of water captured by the subject site.

The necessary soil volume for a *Zelkova* 'Green Vase' using the *Elke Haege* calculation form is 13.35m3 per tree.

The development proposes planting of 6 London Plane along the Swan Street frontage. These are unsuitable and should be substituted with *Lagerstroemia indica* 'Natchez', constant with other plantings along Swan Street.

The plans show an awning along the same frontage at a height of 4.31m extending 2.12m from the building line over the footpath.

Lagerstroemia indica 'Natchez' are capable of reaching 6m height and 4m spread. This proposed canopy will directly impact any planting along Swan Street.

This awning contradicts the proposed plantings and is recommended to be removed.

Attachment 21 - PLN20/0006 - 462 - 482 Swan Street Richmond - Streetscapes & Natural Values referral response

Removal of the existing juvenile Lagerstroemia indica 'Natchez' within the footpath of Swan Street and the Planting of the 6 x Lagerstroemia indica 'Natchez' within the footpath are to be completed by council tree maintenance contractors at council's current schedule of rates. These cost are to be paid by the developer. The same applies for the planting and establishment maintenance of the 4 x Zelkova in the Burnley Street side of the property.

Attachment 22 - PLN20/0006 - 462 - 482 Swan Street Richmond - Internal Urban Design streetscapes referral response

CITY OF YaRRA

MeMO

TO:	Michelle King (Acting Principal Planner)
FROM	Daniel Perrone (Urban Design)
DATE:	20 May 2020
SUBJECT:	462-482 Swan St Richmond
APPLICATION NO:	PLN20/0006
DESCRIPTION:	Use and development of land for a commercial building, a reduction in the car parking requirements, buildings and works including alterations to a road in a Road Zone (Category 1).

COMMENTS SOUGHT

Urban Design comments have been sought on the development at the above address, in particular to the streetscape and any capital works affecting the site.

Comments are provided below and are based on the following plans:

DA1003 (Rev C)	Ground Floor Plan	dated 16.04.2020
DA2102 (Rev B)	Ground Elevation - North - Sheet 2	dated 16.04.2020
DA2103 (Rev B)	Ground Elevation - South - Sheet 1	dated 16.04.2020
DA2104 (Rev B)	Ground Elevation - South - Sheet 2	dated 16.04.2020
Landscape Report	by TCL Landscape Architecture	dated April 2020

In summary, the proposal is supported from an urban design perspective, however the following comments need to be incorporated into the drawings before endorsement. Detailed comments are provided below and we request that the applicant provides a response to each of these items. Note: The extent of this review is limited to the proposed development's integration with the streetscape and public realm.

Attachment 22 - PLN20/0006 - 462 - 482 Swan Street Richmond - Internal Urban Design streetscapes referral response

1. Capital works

There are no known capital works being led by the Urban Design team directly around the site.

2. Ground Floor Interface

- The proposed ground floor setbacks create a widened footpath space and improved pedestrian flow between the private and public domain and are supported from an urban design perspective.
- The north-south through link provided a break to the street wall and additional pedestrian access through the site. As such, this is supported from an urban design perspective.

3. Rail Footpath Link

- The footpath that runs between the development and Burnley Station is owned by VicTrack. Any works to this land, (including the below recommendations) will require VicTrack consent and a maintenance agreement between the applicant and VicTrack.
- Asphalt pavement is recommended along the full length of the rail path to provide a consistent surface.
- The long-term success and amenity of the landscaped terrace is questionable due to the area being completely shaded for most of the day.
- The rail path will require lighting to ensure safety at night. Lighting details should be provided for assessment by the relevant authority.

4. Surface materials

- The City of Yarra standard footpath treatment is asphalt. All footpath areas outside of the subject site's title boundary are to be surfaced in asphalt as per Yarra standard drawings. This is to provide clear delineation between public and private space, as well as for ease of maintenance of underground services.
- Whilst in some circumstances bluestone paving may be supported, this should only be used in special circumstances (such as squares and plazas). See comments in section 6 below relating to the Burnley Street interface.
- DDA compliant pram ramps (including TGSIs) need to be shown at the Burnley St/Swan St intersection as per Yarra standard drawings.
- Rail path; asphalt pavement is recommend along the full length of the rail path, and will require VicTrack consent and a maintenance agreement between the applicant and VicTrack.

5. Swan Street - Furniture and Fixtures

- An existing street litter bin and bench are located on the footpath near the north-western corner of the site, which service the adjacent tram stop. These fixtures are to be upgraded and located in accordance with the City of Yarra Public Domain Manual and Yarra Standard Drawings.

6. Burnley Street – Furniture and Fixtures

- Details of custom benches and raised planter need to be provided for assessment by relevant council units (Urban Design, Streetscapes and Natural Values, Open Space, cleaning and maintenance teams).
- 4no. existing bike hoops are located on Burnley Street near the corner of Swan St. The proposed drawings show the proposed northern-most planter box/seat to be almost hard against the existing bike hoops. The developer is to either remove the northern-most planter box/seat, or relocate the bike hoops to council's satisfaction (in accordance with Yarra standard drawings).

Attachment 22 - PLN20/0006 - 462 - 482 Swan Street Richmond - Internal Urban Design streetscapes referral response

- Ensure there is a 600mm set back between the proposed raised planters with custom seating along Burnley Street and the kerb.
- The additional provision of seating is likely to generate an abundance of litter (including cigarette butts) requiring additional street litter bins. This needs to be negotiated with Council's waste management unit. Any proposed street litter bins are to be in accordance with City of Yarra Public Domain Manual / Yarra Standard Drawings.
- There may be an opportunity to develop the eastern side of the Burnley Street service road into a shared space. This could provide many improved public realm benefits, including a safe drop off zone to the station, slowed traffic adjacent the proposed planter boxes/seating, as well improving the adjacent verge planting to soften the interface with the Burnley Street overpass. In this case, it would be beneficial to continue the proposed bluestone paving across the full width of the footpath and potentially the shared road space.

7. Other recommendations

- The previous proposal included the construction of new DDA compliant north-south and east-west pedestrian ramps to connect to the railway underpass. This new ramp would provide significant access improvements to Burnley Station and the applicant is strongly encouraged to pursue this option with VicTrack. (It should be noted that this would require a significant re-design of the Burnley St and southern rail path interfaces.)

Attachment 23 - PLN20/0006 - 462 - 482 Swan Street Richmond - Engineering referral response (1)

CITY OF YARRA

MEMO

To:	**Michelle King**	
From:	**Artemis Bacani**	
Date:	**18 May 2020**	
Subject:	**Application No:**	**PLN20/0006**
	Description:	**13 Storey Mixed-Use Building**
	Site Address:	**462-482 Swan Street, Richmond**

I refer to the above Planning Application received on 29 April 2020 in relation to the proposed development at 462-482 Swan Street, Richmond. Council's Civil Engineering unit provides the following information:

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
Impact Traffic Engineering Pty Ltd	*Traffic and Transport Assessment*	Final 03	16 April 2020
Architectus Melbourne	*DA1001 Basement 02*	C	16 April 2020
	DA1002 Basement 01	C	16 April 2020
	DA1003 Ground Floor	C	16 April 2020
	DA2001 Context Elevation – North & East	C	16 April 2020
	DA2002 Context Elevation – South & West	C	16 April 2020
	DA2003 Building Elevation – North	C	16 April 2020
	DA2004 Building Elevation – South	C	16 April 2020
	DA2005 Building Elevation – East	C	16 April 2020
	DA2006 Building Elevation – West	C	16 April 2020
	DA2011 Section B-B	C	16 April 2020
	DA2102 Ground Elevation – North – Sheet 2	B	16 April 2020
	DA2103 Ground Elevation – South – Sheet 1	B	16 April 2020
	DA2105 Ground Elevation – West – Sheet 1	B	16 April 2020
WSP	*Waste Management Plan*	D	17 April 2020

Attachment 23 - PLN20/0006 - 462 - 482 Swan Street Richmond - Engineering referral response (1)

CAR PARKING PROVISION

Proposed Development

Under the provisions of Clause 52.06-5 of the Yarra Planning Scheme, the development's parking requirements are as follows:

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
Office	32,052 m²	3.0 spaces per 100 m² of net floor area	961	222
Retail	1,626 m²	3.5 spaces per 100 m² of leasable floor area	56	0
Food & Drink				
		Total	**1,017 Spaces**	**222 Spaces**

* Since the site is located within the Principal Public Transport Network Area, the parking rates in Column B of Clause 52.06-5 now apply.

To reduce the number of car parking spaces required under Clause 52.06-5 (including to reduce to zero spaces), the application for the car parking reduction must be accompanied by a Car Parking Demand Assessment.

Car Parking Demand Assessment

In reducing the number of parking spaces required for the proposed development, the Car Parking Demand Assessment would assess the following:

- *Parking Demand for the Retail/Food and Drink Premises Uses*.
  No on-site car parking will be provided for the retail/food and drink uses. To assess the likely parking demand for the retail/food and drink uses, a staff parking demand of 1.0 space per 100 square metres of floor area could be adopted. For this site, the retail/food and drink staff parking demand would be say, 16 spaces. Staff and customer parking would be accommodated on-street.

- *Parking Demand for Office Use*.
  The proposed office would provide on-site parking at a rate of 0.69 spaces per 100 square metres of floor area. Throughout the municipality, a number of developments have been approved with reduced office rates, as shown in the following table:

Development Site	Approved Office Parking Rate
60-88 Cremorne Street, Cremorne PLN17/0626 issued 21 June 2018	0.72 spaces per 100 m² (200 on-site spaces; 27,653 m²)
2-16 Northumberland Street, Collingwood PLN16/0435 issued 14 June 2017	0.89 spaces per 100 m² (135 on-site spaces; 15,300 m²)
51 Langridge Street PLN17/0332 (Amended) issued 18 May 2018	0.54 spaces per 100 m² (18 on-site space; 3,335 m²)

The proposed office parking rate of 0.69 spaces per 100 square metres of floor space is considered appropriate, as the proposal seeks to minimise private car dependency and promote more sustainable form of transportation.

- *Availability of Public Transport in the Locality of the Land.*
  The following public transport services can be accessed to and from the site by foot:
  - Swan Street trams – 5 metre walk
  - Burnley station – 100 metre walk
  - Swan Street trams – 800 metre walk
  - East Richmond station 840 metre walk

- *Multi-Purpose Trips within the Area.*
  Visitors, clients and customers to the site might combine their visit by engaging in other activities or business whilst in the area.

- *Convenience of Pedestrian and Cyclist Access.*
  The site is easily accessible by pedestrians and bicycles.

Appropriateness of Providing Fewer Spaces than the Likely Parking Demand
Clause 52.06 lists a number of considerations for deciding whether the required number of spaces should be reduced. For the subject site, the following considerations are as follows:

- *Availability of Car Parking.*
  The level of on-street parking that takes place in the vicinity of the site is very high. Any areas of unrestricted parking would be normally fully occupied from early morning periods. On-street parking for employees is not a practical or viable option. Much of the on-street parking is short-stay time restricted parking, which enables turnover of parking for customers and visitors to the Swan Street activity centre.

- *The Future Growth and Development of an Activity Centre.*
  Practice Note 22 – Using the Car Parking Provisions indicates that car parking should be considered on a centre-basis rather than on a site/individual basis. This is applicable to activity centres, such as the Swan Street retail precinct, where spare on-street car parking capacity would be shared amongst sites within the activity centre.

- *Other Relevant Considerations.*
  The scarcity of long-stay unrestricted parking in the area would be disincentive for employees to drive to the site. Employees would be inclined to make other travel arrangements to commute to the site by taking public transport or riding a bicycle.

- *Relevant Local Policy or Incorporated Document.*
  The proposed development is considered to be in line with the objectives contained in Council's *Strategic Transport Statement*. The site is ideally located with regard to sustainable transport alternatives and the reduced provision of on-site car parking would potentially discourage private motor vehicle ownership and use.

Adequacy of Car Parking
From a traffic engineering perspective, the waiver of parking associated with this development is considered appropriate in the context of the development and the surrounding area. Employees would commute to and from the site using more sustainable forms of transportation.

The Civil Engineering unit has no objection to the reduction in the car parking requirement for this site.

Attachment 23 - PLN20/0006 - 462 - 482 Swan Street Richmond - Engineering referral response (1)

TRAFFIC IMPACT

Trip Generation

A review of the Impact traffic report indicates that an intersection study of Burnley Street/Swan Street and the existing site access were undertaken over a three-day period. Data was provided for Tuesday 19 November 2019 and Wednesday 20 November 2019 only, but there is no information relating to the third day of the survey. Impact is to provide further details of the third survey day.

The traffic report also suggests that Swan Street carries in the order of 1,100 vehicle movements during the AM and PM peak periods.

Section 3.5.1 of the traffic report mentions that the gap analysis studies records gap capacities for Victoria Road (West). Impact is to confirm the location of Victoria Road (West) in relation to the site.

The dates shown on Table 5 and 6 are the same. Impact is to confirm the date of survey for these tables.

Impact has adopted a rate of 0.5 trips per space in each peak hour for the traffic generated by the office component. This is consistent with previous traffic reports we have reviewed and we are satisfied with this rate.

Based on the above, the trip generation as adopted by Impact is as follows:

Proposed Use	Adopted Traffic Generation Rate	Peak Hour	
		AM	PM
Office (222 spaces)	0.5 trips per space in each peak hour	111	111

The peak hour traffic volumes generated by the site are high and accounts to approximately 10 percent of existing traffic volumes along Swan Street, as confirmed in the Impact report.

Directional Split

Impact has developed the following split model for the office use.

90 % inbound and 10 % outbound during the AM peak hour.
10 % inbound and 90 % outbound during the PM peak hour.

Directional split in each peak hour for the office traffic –

- AM Peak – 10% outbound (11 trips), 90% inbound (100 trips); and
- PM Peak – 90% outbound (100 trips), 10% inbound (11 trips).

Impact of Development Traffic

All development traffic would enter and exit the development's car park via Swan Street, an Arterial Road.

The applicant's traffic report has indicated that Swan Street currently carries in the order of 1,100 vehicle movements during the peak periods. The proposed development would generate an additional 10 percent of existing traffic.

The gap analysis performed by Impact Traffic Engineering suggests that there is sufficient capacity to comfortably accommodate the development's traffic without impacting on the traffic operation along Swan Street.

The applicant should confirm how it was concluded that traffic exiting the development can satisfactorily enter the traffic stream of Swan Street. Impact should also clarify the figures in Tables 3 to 6 of the traffic report. How were the figures in Columns "AM Peak" and "PM Peak" derived?

Attachment 23 - PLN20/0006 - 462 - 482 Swan Street Richmond - Engineering referral response (1)

There is very little detail on the impact of traffic that would be queued at the Burnley Street signalised intersection. Given the site's car park access is located approximately 100 metres from Burnley Street, any stationary traffic queues extending back from Burnley Street could block access to the site.

Impact has recommended for a "Keep Clear" road marking treatment to be installed at the development's vehicle entrance. This would prevent any stationary traffic from blocking the car park entrance at the site. This recommendation is considered reasonable.

In addition to the above, the previous proposal for 462-482 Swan Street (Planning Permit PLN15/0057; issued 31 January 2018) was approved with the provisions of traffic signals to mitigate traffic movements into and out of the site off Swan Street. The removal of on-street car parking along the frontage of the site and along the north side of Swan Street, west of Cutter Street was also approved in the permit. Has Impact considered these options to improve traffic movements into and out of the development?

Impact is to confirm if the implementation of traffic signals at the car park entrance is appropriate to reduce the traffic delays along Swan Street and possible traffic queuing within the site. If the traffic signals at the development's entrance were to be approved, the traffic signals would need to be incorporated into the signals at the Swan Street/Burnley Street intersection. If this option were to be pursued, a functional layout plan for the signals would need to be developed by the applicant in conjunction with the Department of Infrastructure. The signals and any associated infrastructure works must be funded by the applicant if the proposal is accepted/approved. Impact is to also confirm if the removal of on-street car parking along the south side and north side of Swan Street is necessary to improve traffic movements along Swan Street.

DEVELOPMENT LAYOUT DESIGN
Layout Design Assessment

Item	Assessment
Access Arrangements	
Development Entrance	The development's entrance is 6.23 metres in width to satisfy both the *Design standard 1 – Accessways* of Clause 52.06-9 and *AS/NZS 2890.1:2004*.
Visibility	Visibility sight triangles are to be superimposed and dimensioned on the drawings as required by *Design standard 1*.
Headroom Clearance – Vehicle Entrance Security Gate	Not dimensioned on the plans.
Car Parking Modules	
Regular Car Spaces	The regular car spaces measuring 2.6 metre by 5.4 metre within the basement car park levels satisfy *AS/NZS 2890.1:2004*.
Accessible Parking Space	The 2.6 metre by 5.4 metre accessible car space and adjacent shared area satisfy *2890.6:2009*.
Aisles	Aisle widths measuring 5.8 metres, 6.4 metres, 6.54 metres and 8.4 metres have been provided inside the basement car park levels to satisfy *AS/NZS 2890.1:2004*.
Floor to Ceiling Height	The floor to ceiling clearance height within the basement car park levels have not be dimensioned on the plans.
Column Depths and Setbacks	The columns are setback 130 mm, 580 mm, 590 mm, 685 mm and 690 mm from the edge of the aisle.

	The column depths are not dimensioned on the plans.

Layout Design Assessment

Item	Assessment
Car Parking Modules	
Blind Aisle	Blind aisle extensions of 1.04 metres have been provided throughout the basement level car parks.
Clearances to Walls	Car spaces adjacent to walls are provided with the minimum 300 millimetres clearance to satisfy *AS/NZS 2890.1:2004*.
Gradients	
Ramp Grade for First 5.0 metres inside Property	The accessway for the first 5.0 metres inside the property is flat to satisfy *Design standard 3 – Gradients*.
Ramp grades and Changes of Grade	The ramp grades and the changes of grade for the ramped accessway and the internal ramps satisfy *Design standard 3*.
Other	
Queuing Analysis	The AM peak hour would be the critical time for the operation of the security gate. The proposed security gate would be capable of servicing 144 vehicles per hour, based on a total service time of 25 seconds derived from our own calculation*. By conservatively assuming 109 vehicles per AM peak hour wishing to access the development, the utilisation ratio for the security gate (usage/capacity) would be 0.75 (109 vehicle trips per hour/144 vehicles per hour). To determine the storage queue of the security gate, guidance is sought from the Australian/New Zealand Standard AS/NZS 2890.1:2004. The mechanical device such as this security gate should have sufficient vehicle storage to accommodate the 98th percentile queue (the queue that will be exceeded on 2% of occasions). By knowing the utilisation ratio of the security gate (in this case, 0.75), the 98th percentile queue length can be calculated. Queue Length, $N = (\text{Log}_n \Pr(n>N) / \text{Log}_n \rho) - 1$ $\Pr(n>N) = \rho^{N+1}$ where ρ = r / s (utilisation factor) ρ = average arrival rate / average service rate = 109 / 144 = 0.75 $N = (\text{Log}_n 0.02 / \text{Log}_n 0.75) - 1$ = 12.5 car lengths, say 12 cars The 98th percentile queue length for the security gate during the AM peak hour would be 12 car lengths. The applicant should consider leaving the security gate open during the AM peak period to enable vehicles to enter the site without the operation of the security gate and prevent any queuing along Swan Street. * Calculation of boom gate service time: - Time to activate remote control – 5 seconds - Time for security gate to open – 20 seconds

Attachment 23 - PLN20/0006 - 462 - 482 Swan Street Richmond - Engineering referral response (1)

	- Total time taken – 25 seconds

Layout Design Assessment

Item	Assessment
Other	
Vehicle Turning Movements – Off Swan Street	The swept path diagrams for a B99 design vehicle entering the site and a B85 design vehicle exiting the site via Swan Street have not been provided.
Vehicle Turning Movements – Basement Levels	The vehicle turning movements within the basement car park levels are considered satisfactory.
Loading Bay	The loading bay measuring 5.68 metres by 6.5 metres is considered adequate to accommodate a 6.4 metre long small rigid vehicle.
Delivery Vehicle – Turning Movements	The swept path diagrams for a 6.4 metre long small rigid vehicle satisfactorily demonstrates entry and exit manoeuvres off Swan Street.

Design Items to be Addressed

Attachment 23 - PLN20/0006 - 462 - 482 Swan Street Richmond - Engineering referral response (1)

Item	Details
Median Traffic Island	Can the median traffic island inside the vehicle accessway as shown on the *Ground Floor* plan be removed to provide a wider carriageway?
Visibility	Visibility sight triangles are to be superimposed and dimensioned on the drawings as required by *Design standard 1*.
Headroom Clearance – Vehicle Entrance Security Gate	To be dimensioned on the plans. The headroom clearance is required to determine if there is sufficient headroom height for delivery and waste collection vehicles accessing the loading bay.
Floor to Ceiling Height	The floor to ceiling height clearance within the basement car park levels are to be dimensioned on the plans.
Column Depths and Setbacks	Columns setbacks are to be designed in accordance with *AS/NZS 2890.1:2004*. If the columns cannot be relocated, can the parking spaces adjacent to columns be widened to allow car doors to be opened or could the spaces adjacent to columns be allocated for small cars? The column depths are also to be dimensioned on the plans.
Queuing Analysis	The applicant is to consider leaving the security gate open during the AM peak period to allow vehicles to enter the site without the operation of the security gate.
Vehicle Turning Movements – Off Swan Street	The swept path diagrams for a B99 design vehicle and an oncoming B85 design vehicle entering and exiting the development via Swan Street are to be provided.

Design Items to be Addressed

Item	Details
Vehicle Crossing Ground Clearance Check	To assist the applicant, a Vehicle Crossing Information Sheet has been appended to this memo. The ground clearance check requires the applicant to obtain a number of spot levels which include the reduced level 2.0 metres inside the property, the property boundary level, the bottom of kerb (invert) level, the edge of the channel level and a few levels on the road pavement – in this case, for Swan Street. These levels are to be shown on a cross sectional drawings, with dimensions, together with the B99 design vehicle ground clearance template demonstrating access. Providing the ground clearance check early in the design phase can also determine whether further modification works are required, such as lowering the finished floor level inside the property or making any adjustments to Council's footpaths or road infrastructure.

Attachment 23 - PLN20/0006 - 462 - 482 Swan Street Richmond - Engineering referral response (1)

Bicycle Considerations	The bicycle requirements for this development are to be referred to Council's Strategic Transport unit for assessment.
Vehicle Turning Movements –	Swept path diagrams are to be provided to show a B85 design vehicle passing the B99 design vehicle at the corner of the basement car park levels.
Canopy – Swan Street and Burnley Street Frontages	The canopy along the site's Swan Street and Burnley Street road frontages must be setback 750 mm from the front of kerb to satisfy the *Building Regulations 2018*.
Waste Collection	Waste collection at the site is detailed in the Waste Collection Plan. Collection would be performed by using a private contractor using a Small Rigid Vehicle or smaller.

Section 173 Agreement (Footpath Widening along Swan Street and Burnley Street Road Frontages)
The developer must enter into an agreement with the Responsible Authority under Section 173 of the *Planning and Environment Act 1987*, for the proposed widening of the footpath along the northern and western boundary of the site.

The widened section of the footpath is to continue under private ownership and paved in a different material to the asphalt footpath to delineate private ownership of this widened footpath.

ENGINEERING CONDITIONS
Civil Works

Upon the completion of all building works and connections for underground utility services,

- The kerb and channel along the property's Swan Street and Burnley Street (service road) road frontages must be reconstructed to Council's satisfaction and at the Permit Holder's cost.
- The footpaths along the property's Swan Street and Burnley (service road) frontages must be reconstructed to Council's satisfaction and at the Permit Holder's cost. The footpath must have a cross-fall of 1 in 40 or unless otherwise specified by Council.
- The full-width road pavement of Burnley Street service road (from west kerb to east kerb line) from the southern limit of the development to Swan Street must be profiled and re-sheeted to Council standard. Any isolated areas of road pavement failure as a consequence of construction traffic impacts must be reconstructed. The costs associated with these road works shall be borne by the developer.

- The half-width road pavement of Swan Street (from south kerb to tramway tracks) from the western limit of the development to the eastern limit of he development must be profiled and re-sheeted to Council standard. Any isolated areas of road pavement failure as a consequence of construction traffic impacts must be reconstructed. The costs associated with these road works shall be borne by the developer.
- All road markings along the property's Swan Street frontages must be reinstated to Council's satisfaction and at the Permit Holder's cost.
- All redundant vehicle crossings must be demolished and reinstated with paving, kerb and channel to Council's satisfaction and at the Permit Holder's cost.

Vehicle Crossing

Before the development commences, or by such later date as approved in writing by the Responsible Authority, the new vehicle crossing must be designed and constructed:

- In accordance with any requirements or conditions imposed by Council.
- Demonstrating satisfactory access into and out of the site with a vehicle ground clearance check using the B99 design vehicle, and be fully dimensioned with actual reduced levels (to three decimal places) as per Council's Vehicle Crossing Information Sheet;
- At the Permit Holder's cost; and
- To the satisfaction of Council.
- The edge of the vehicle crossing must comply with the minimum setback from the two electrical poles as required by the relevant power authority and Yarra Trams. If there is a requirement to relocate the poles, The Permit Holder must obtain the consent of the relevant power authority and Yarra Trams. All costs associated with the relocation will be at the Permit Holder's cost
- The vehicle crossing shall be constructed in accordance with Department of Infrastructure's and City of Yarra's requirements and specifications.

Redundant Vehicle Crossings

- All redundant vehicle crossings along the property's road frontages must be demolished and reinstated with paving, kerb and channel to Council's satisfaction and the developer's cost.

Infrastructure and Streetscape Masterplan

- The applicant must prepare and develop an infrastructure and streetscape masterplan in conjunction with Council, Department of Infrastructure, VicTrack, Public Transport Victoria and all relevant service authorities for capital improvements in the roads surrounding the development. The Plan must include, but is not limited to, the interface with the Burnley railway station, the mitigation works at the Burnley Street/Swan Street intersection, the improvement to the Burnley Street service road and the streetscape along Swan Street. The extent and scope of the works must be clearly defined before approval is granted by Council. All traffic mitigation works, road infrastructure works and streetscape works shall be funded by the applicant.

Road Asset Protection

- Any damaged roads, footpaths and other road related infrastructure adjacent to the development site as a result of the construction works, including trenching and excavation for utility service connections, must be reconstructed to Council's satisfaction and at the developer's expense.

Attachment 23 - PLN20/0006 - 462 - 482 Swan Street Richmond - Engineering referral response (1)

Construction Management Plan

- A Construction Management Plan must be prepared and submitted to Council. The Plan must be approved by Council prior to the commencement of works. A detailed dilapidation report should detail and document the existing and post construction conditions of surrounding road infrastructure and adjoining private properties.

Impact of Assets on Proposed Development

- Any services poles, structures or pits that interfere with the proposal must be adjusted, removed or relocated at the owner's expense after seeking approval from the relevant authority.
- Areas must be provided inside the property line and adjacent to the footpath to accommodate pits and meters. No private pits, boundary traps, valves or meters on Council property will be accepted.

Discharge of Water from Development

- Only roof runoff, surface water and clean groundwater seepage from above the water table can be discharged into Council drains.
- Council will not permit clean groundwater from below the groundwater table to be discharged into Council's drainage system. Basements that extend into the groundwater table must be waterproofed/tanked.

Removal, Adjustment, Changing or Relocation of Parking Restriction Signs

- No parking restriction signs or line-marked on-street parking bays are to be removed, adjusted, changed or relocated without approval or authorisation from Council's Parking Management unit and Construction Management branch.
- Any on-street parking reinstated as a result of development works must be approved by Council's Parking Management unit.
- The removal of any kerbside parking sensors and any reinstatement of parking sensors will require the Permit Holder to pay Council the cost of each parking sensor taken out from the kerb/footpath/roadway. Any costs associated with the reinstatement of road infrastructure due to the removal of the parking sensors must also be borne by the Permit Holder.

ADDITIONAL ENGINEERING ADVICE FOR THE APPLICANT

Item	Details
Legal Point of Discharge	The applicant must apply for a Legal Point of Discharge under Regulation 133 – Stormwater Drainage of the *Building Regulations* 2018 from Yarra Building Services unit. Any storm water drainage within the property must be provided and be connected to the nearest Council pit of adequate depth and capacity (legal point of discharge), or to Council's satisfaction under Section 200 of the *Local Government Act* 1989 and Regulation 133.

Attachment 23 - PLN20/0006 - 462 - 482 Swan Street Richmond - Engineering referral response (1)

Clearances to Electrical Assets	Overhead power lines run along the south side of Swan Street, close to the property boundary. The developer needs to ensure that the building has adequate clearances from overhead power cables, transformers, substations or any other electrical assets where applicable. Energy Safe Victoria has published an information brochure, *Building design near powerlines*, which can be obtained from their website: http://www.esv.vic.gov.au/About-ESV/Reports-and-publications/Brochures-stickers-and-DVDs
Burnley Railway Station	VicTrack's draft Yarra Site Development Frameworks (June 2015), identified potential issues for pedestrians accessing the Burnley Station, particularly along the east side of the Burnley Street service road. The applicant must consult and liaise with VicTrack and Public Transport Victoria in relation to future redevelopment of the Burnley railway station and address any issues in relation to pedestrian movement and safety between Swan Street and the station.
Tree Protection	The applicant is to liaise with Council's Open Space unit regarding the protection of the street trees along the property's Swan Street frontage.

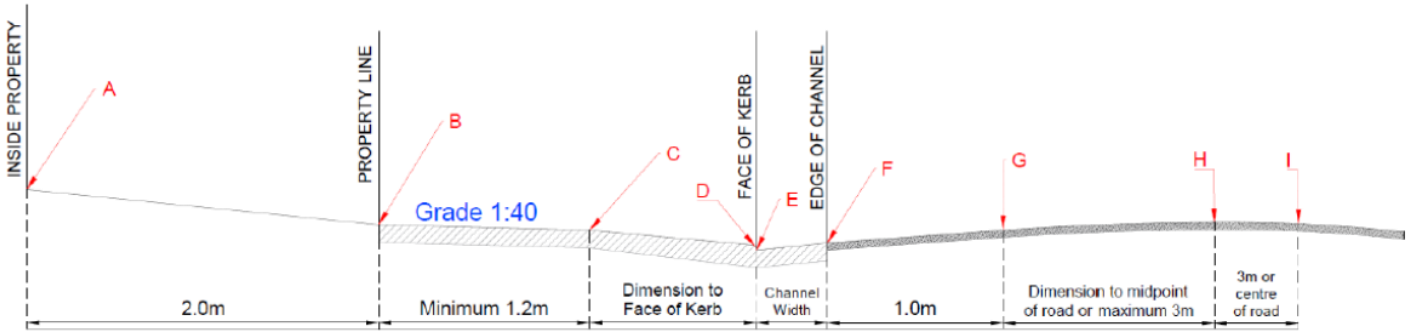
Attachment 23 - PLN20/0006 - 462 - 482 Swan Street Richmond - Engineering referral response (1)

Vehicle Crossing – Cross Section

The designer is to submit a 1:20 scale cross section for each proposed vehicle crossing showing the following items:

A. Finished floor level 2.0 metres inside property
B. Property line surface level
C. Surface level at change in grade (if applicable)
D. Bullnose (max height 60mm) – must be clearly labelled
E. Surface level at the bottom of the kerb
F. Surface level at the edge of channel
G. Road level 1.0 meter from the edge of channel
H., I. Road levels

- Please note the cross section must be fully dimensioned. As shown in the sketch below.
- Please show both the existing and proposed surface.
- The maximum allowable cross-fall between points B and C is 1:40 (2.5%).
- A bullnose (max 60mm) is permitted at point D, however not compulsory.
- The levels shown must be exact reduced levels, to three decimal points. Interpolation of levels is not acceptable.
- The designer must demonstrate that an 85th or 99th percentile vehicle profile can traverse the design cross section as per the Australian/New Zealand Standard ground clearance template (AS/NZS 2890.1:2004).
- Significant level changes to the existing footpath level B to C will require additional level design either side of the proposed crossing.
- Please include any additional levels or changes in grade that are not shown in the diagram.



Attachment 24 - PLN20/0006 - 462 - 482 Swan Street Richmond - Engineering referral response (2)

CITY OF YARRA

MEMO

To:	**Michelle King**	
From:	**Mark Pisani**	
Date:	**16 June 2020**	
Subject:	**Application No:**	**PLN20/0006**
	Description:	**Major Development; Response to Applicant's Comments**
	Site Address:	**462-482 Swan Street, Richmond**

I refer to the above Planning Application received on 12 June 2020 in relation to the proposed development at 462-482 Swan Street, Richmond. Council's Civil Engineering unit provides the following information:

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
Impact Traffic	Response to Council RFI & DoT Conditions		12 June 2020

Response to Applicant's Comments

Item	Details
Traffic Impact	
Gap Acceptance Analysis	The additional comments provided by Impact Traffic Engineering satisfactorily explain how the results of their gap acceptance analysis were derived. We are satisfied with the results tabulated in the *Traffic and Transport Assessment* report of 16 April 2020. This item has been addressed.
'Keep Clear' Road Markings – Swan Street	We have no objection to the provision of 'Keep Clear' road markings on Swan Street outside the development entrance as originally suggested in the *Traffic and Transport Assessment* report. This item has been addressed.
Traffic Signalisation at Development Entrance – Swan Street	The Civil Engineering unit had requested the applicant to confirm whether the installation of signals at the development's entrance was appropriate. The peak hour volumes of the current development proposal are less than the volumes contemplated for the previous development proposal on the land. Impact Traffic has confirmed that the volumes generated by this site would not meet the minimum warrants specified in the Austroads *Guide to Traffic Management* for signals. It is understood that the Department of Transport also agree that signalisation of the development entrance is not warranted at this time. This item has been addressed.

Attachment 24 - PLN20/0006 - 462 - 482 Swan Street Richmond - Engineering referral response (2)

Item	Details
Design Items	
Median at Development Entrance	The Civil Engineering unit had requested the applicant to assess whether the median in the development entrance could be removed with the intent of facilitating vehicle turning movements. Impact Traffic has advised that the median in the accessway would accommodate a boom gate and controller and needed to be retained. To this end, Impact Traffic have also confirmed by way of swept path diagrams that simultaneous vehicle turning movements can be achieved with the presence of the median. This item has been addressed.
Pedestrian Sight Triangles IMP191103 – DG-01-01*	Impact traffic has superimposed pedestrian sight triangles (each measuring 2.0 metres by 2.5 metres) at the development entrance in accordance with *Design standard 1 – Accessways* of Clause 52.06-9. This item has been addressed. The applicant must depict the pedestrian sight triangles on the architectural drawings prior to endorsement.
Headroom Clearance at Development Entrance	To be depicted on the architectural drawings prior to endorsement and must satisfy *Design standard 1*.
Floor to Ceiling Height (Headroom Clearance within Basement Car Park)	To be depicted on the architectural drawings prior to endorsement and must be no less than 2.1 metres as per *Design standard 1*.
Column Depths and Setbacks	As indicated in our referral comments of 18 May 2020, column setbacks from the aisles range from 130 mm to 690 mm. Parking spaces have been designed in accordance with the Australian/New Zealand Standard AS/NZS 2890.1:2004 (2.6 metres by 5.4 metres). The clearance envelope for 5.4 metre long bays require columns to be set back from the aisles by 750 mm. A number of columns encroach the parking space clearances envelopes (these envelopes have been superimposed on the architectural drawings). To rectify non-compliance, it is recommended that the spaces adjacent to encroaching columns be by widened to 2.7 metres (the minimum width of a 5.4 metre long space in AS/NZS 2890.1:2004 is 2.4 metres for long-stay employee parking; the additional 300 mm to the space width is for clearance). A check of *Basement 01* drawing prepared by Architectus (Drawing No. DA1002 Revision C dated 16 April 2020) indicates that many of the spaces in between columns are clustered in groups of three spaces. If the two spaces adjacent to encroaching columns are widened to 2.7 metres, the middle space could be reduced in width to 2.4 metres – which satisfies AS/NZS 2890.1:2004. We do not accept that parking for single occupant vehicles is justification for retaining non-compliant columns. Therefore, we recommend that adjustments be made to the widths of the spaces in order to satisfy AS/NZS 2890.1:2004. For spaces that cannot be widened, the spaces should be designated as a Small Car Spaces.
Security Boom Gate	Impact Traffic has confirmed that the boom gate at the development entrance would remain open during the AM peak period. This item has been addressed.

* Impact Traffic drawing number

Attachment 24 - PLN20/0006 - 462 - 482 Swan Street Richmond - Engineering referral response (2)

Item	Details
Vehicle turning Movements via Swan Street IMP191103 – DG-01-03	The swept path diagrams for a B99 design vehicle entering the site via Swan Street and an oncoming/exiting B85 design vehicle are considered satisfactory. This item has been addressed.
Vehicle Crossing Ground Clearance Check	Impact Traffic has indicated that the vehicle crossing ground clearance check is to be done at the detailed design phase. This is not acceptable. The ground clearance check must be done much earlier to determine whether the finished floor level at the property line has been appropriately set to enable vehicles to enter and exit the site via Swan Street without scaping or bottoming out. As previously advised by the Civil Engineering unit, the applicant must obtain a number of spot levels out on site which includes the reduced level 2.0 metres inside the property, the property boundary level, the bottom of kerb (invert) level, the edge of the channel level and a few levels on the road pavement – in this case, for Swan Street. Before the proposal is endorsed, the applicant must accurately demonstrate that the vehicle crossing design and the finished floor level at the property boundary can accommodate the B99 design vehicle ground clearance without scraping or bottoming out.
Canopy – Swan Street and Burnley Street Frontages	The minimum 750 mm setback of the canopy from the face of kerb must be depicted on the architectural drawings prior to endorsement.

Additional Items

Item	Details
Numbering of Car Parking Spaces	It is recommended that the parking spaces in the architectural drawings be numbered for identification.

Attachment 25 - PLN20/0006 - 462 - 482 Swan Street Richmond - Strategic Transport referral response

Planning Referral

To:	Michelle King
From:	Chloe Wright
Date:	19/05/2020
Subject:	Strategic Transport Comments
Application No:	PLN20/0006
Description:	Construction of a thirteen-storey building (including one level of plant, plus two basement levels), reduction in the car parking requirement associated with the retail/food and drinks premises and office uses (no permit required for uses) and alteration of access to a Road Zone, Category 1.
Site Address	462 – 482 Swan Street, Richmond

I refer to the above Planning Application and the accompanying Traffic report prepared by Impact in relation to the proposed 13 storey office development at 462 – 482 Swan Street, Richmond. Council's Strategic Transport unit provides the following information:

Access and Safety

No access or safety issues have been identified.

Bicycle Parking Provision

Statutory Requirement

Under the provisions of Clause 52.34-3 of the Yarra Planning Scheme, the development's bicycle parking requirements are as follows:

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Office	32,052 sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	107 employee spaces	282 employee spaces
		1visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	32 visitor spaces	56 visitor spaces
Retail premises	1,626 sqm	1 employee space to each 300 sqm of leasable floor area	5 employee spaces	
		1visitor space to each 500 sqm of leasable floor area	3 visitor spaces.	
Bicycle Parking Spaces Total			**112 employee spaces**	**282 employee spaces**
			35 visitor spaces	**56 visitor spaces**
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	**12 showers / change rooms**	**28 showers / change rooms**

Attachment 25 - PLN20/0006 - 462 - 482 Swan Street Richmond - Strategic Transport referral response

Adequacy of visitor spaces

The following comments are provided in relation to visitor bicycle parking:

- The Traffic report notes 64 visitor bicycle spaces are proposed at the street level, however the plans show 56 proposed visitor bicycle spaces and 4 existing bicycle hoops (providing 8 existing spaces) at the corner of Burnley and Swan Street.
- The 4 existing hoops at the corner of Burnley and Swan Street (shown in Figure 1 below) should be relocated to an alternative location, given the proposed tree and raised garden bed / seating within this area.
- Council's best-practice rate[1] generates a recommendation of 66 visitor spaces for the development. Given the 4 existing hoops are immediately outside the site, it is acceptable to include these hoops as part of the total provision of visitor spaces, if they are relocated to a suitable location.
- It is recommended that an additional 2 visitor bicycle spaces are provided to achieve the best practice rate of 66 spaces.
- 6 spaces are proposed at Swan Street, 22 spaces are located the southern side of the building and 28 are provided at Burnley Street. It is expected that most visitors cycling to the site would arrive via Swan Street or Burnley Street. The visitor spaces at the southern side of the building are not located in a visible area. As such, it is recommended that at least 4 hoops are relocated from the southern side of the building to Swan Street. It is also recommended that wayfinding signage is installed, to direct visitors to the visitor bicycle parking at the western and southern sides of the building.
- All visitor bicycle parking is provided as a horizontal at-grade bicycle rail as per requirements of AS2890.3.

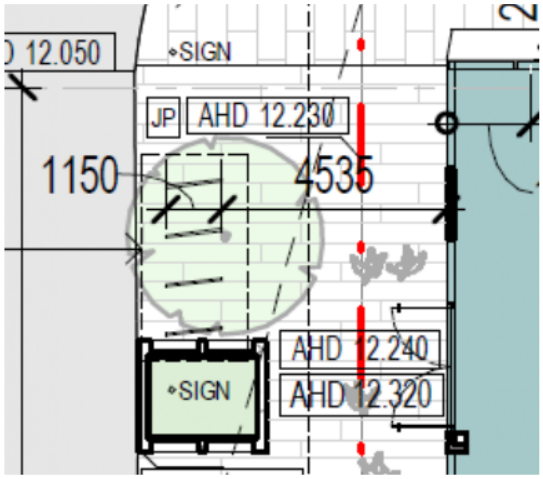


Figure 1 – four existing hoops at the corner of Burnley and Swan Street should be relocated.

Adequacy of employee spaces

Number of spaces

282 employee spaces are proposed, which does not meet Council's best-practice rate[2] of 326 spaces.

The following comments are provided in relation to the number of employee bicycle spaces:

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[1] *Category 6 of the Built Environment Sustainability Scorecard (BESS) recommends 1 visitor space to each 500sqm of office floor space.*

[2] *Category 6 of the BESS offers the following for best-practice guidance for employee office rates: 'Non-residential buildings should provide spaces for at least 10% of building occupants.' Assuming a floor-space occupancy of 1 staff member to 10sqm (which is the maximum rate allowed under the National Construction Code for fire safety), providing bicycle spaces for 10% of occupants results in a rate of 1 space per 100sqm of floor area.*

- The subject site is located in an inner-urban area with already high cycling-to-work demand, and trends indicate demand will continue to increase;
- Both local and state planning policies include objectives to promote sustainable transport modes, including cycling.
- Based on the above, it is recommended that an additional 44 employee spaces are provided to provide a total of 326 employee spaces.

Design and location of employee spaces and facilities

The design and location of employee bicycle parking is adequate for the following reasons:

- All employee bicycle parking is provided within one secure facility at the ground floor.
- Employee bicycle spaces and access ways appear to be in accordance with the clearance requirements of AS2890.3.
- 72 horizontal at-grade bicycle rails are proposed which satisfies the requirement for at least 20% of employee bicycle spaces to be provided as horizontal at ground-level spaces. It is noted that the traffic report and Green Travel Plan note 118 wall racks and 64 horizontal racks, however the plans show 210 wall racks and 72 horizontal racks.
- 28 showers / change rooms are provided within the end of trip facilities, which meets Council's best practice standards.

Electric Vehicles

Council's BESS guidelines encourage the use of fuel efficient and electric vehicles (EV). Whilst it is acceptable no EV charging points are installed during construction, to allow for easy future provision for electric vehicle charging, car parking areas should be electrically wired to be 'EV ready' to enable future installation of EV chargers.

Green Travel Plan

It is noted the applicant has supplied a Green Travel Plan (GTP). The GTP is generally adequate, however should be modified to include:

(a) Security arrangements to access the employee bicycle storage spaces;
(b) The types of lockers proposed within the change-room facilities, with at least 50% of lockers providing hanging storage space; and
(c) Signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3.

The GTP should also be updated to include the endorsed ground floor plan showing details of the bicycle parking and end of trip facilities.

Recommendations

The following should be shown on the plans before endorsement:

1. A minimum of 66 visitor bicycle spaces must be provided in a location easily accessible to visitors of the site. All visitor spaces should be provided as a horizontal bicycle rail and must meet clearance and access-way requirements of AS2890.3 or be otherwise to the satisfaction of the responsible authority.
2. A minimum of 326 employee bicycle spaces must be provided within a maximum of two secure compounds.

An updated Green Travel Plan should be provided with the information outlined previously.

Regards

Chloe Wright
Sustainable Transport Officer
Strategic Transport Unit

Attachment 26 - PLN20/0006 - 462 - 482 Swan Street Richmond - City Works referral response

King, Michelle

From: Athanasi, Atha
Sent: Monday, 1 June 2020 3:08 PM
To: King, Michelle
Subject: RE: HPE CM: RE: PLN20/0006 - 462 – 482 Swan Street, Richmond - Waste referral

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Michelle,

The waste management plan for 462 – 482 Swan Street, Richmond authored by WSP and dated 20/5/20 is satisfactory from a City Works Branch's perspective.

Regards,

Atha Athanasi
Contract Management Officer

City of Yarra – City Works Depot
168 Roseneath St CLIFTON HILL VIC 3068
T (03) 9205 5547 F (03) 8417 6666
Atha.Athanasi@yarracity.vic.gov.au
www.yarracity.vic.gov.au
Follow us on Facebook, Instagram and Twitter

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

From: King, Michelle
Sent: Thursday, 21 May 2020 4:04 PM
To: Athanasi, Atha <Atha.Athanasi@yarracity.vic.gov.au>
Subject: RE: HPE CM: RE: PLN20/0006 - 462 – 482 Swan Street, Richmond - Waste referral

Hi Atha,

Please find attached the updated WMP, sought to address your below comment.

If you could please let me know if this is satisfactory.

Many thanks,

Michelle

Attachment 26 - PLN20/0006 - 462 - 482 Swan Street Richmond - City Works referral response

Michelle King
Acting Principal Planner
Planning and Placemaking

PO BOX 168 Richmond VIC
T (03) 9205 5333
E michelle.king@yarracity.vic.gov.au
ABN 98 394 086 520

Follow us on Facebook, Instagram and Twitter

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

From: Athanasi, Atha
Sent: Friday, 8 May 2020 11:08 AM
To: King, Michelle <Michelle.King@yarracity.vic.gov.au>
Subject: HPE CM: RE: PLN20/0006 - 462 – 482 Swan Street, Richmond - Waste referral

Hi Michelle,

The waste management plan for 462 – 482 Swan Street, Richmond authored by WSP and dated 17/4/20 is not satisfactory from a City Works Branch's perspective.
Issues to be rectified include, but may not be limited to the following:

1. Please provide an explanation of how risk will be managed.

Regards,

Atha Athanasi
Contract Management Officer

City Works Services
Parks, Resource Recovery, Cleansing

City of Yarra – City Works Depot
168 Roseneath St CLIFTON HILL VIC 3068
T (03) 9205 5547 F (03) 8417 6666
Atha.Athanasi@yarracity.vic.gov.au
www.yarracity.vic.gov.au

From: King, Michelle
Sent: Wednesday, 29 April 2020 3:53 PM
To: Athanasi, Atha <Atha.Athanasi@yarracity.vic.gov.au>
Subject: PLN20/0006 - 462 – 482 Swan Street, Richmond - Waste referral

Morning Atha,

Attachment 26 - PLN20/0006 - 462 - 482 Swan Street Richmond - City Works referral response

Application No.: **PLN20/0006**
Address: **462 – 482 Swan Street, Richmond**

An application has recently been lodged for the *construction of a thirteen storey building (including one level of plant, plus two basement levels), reduction in the car parking requirement associated with the retail/food and drinks premises and office uses (no permit required for uses) and alteration of access to a Road Zone, Category 1.*

Could you please review the waste arrangements and let me know if the development is satisfactory from a waste perspective?

All documents can be found at the following web address:

https://www.yarracity.vic.gov.au/services/planning-and-development/planning-applications/advertised-planning-applications/2020/04/28/pln200006

If I could please get your comments by Wednesday 20th May that would be appreciated.

Please let me know if you require anything else,

Michelle

Michelle King
Acting Principal Planner
Planning and Placemaking

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Follow us on Facebook, Instagram and Twitter

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

Sustainable Management Plan (SMP)

Referral Response by Yarra City Council



ESD in the Planning Permit Application Process

Yarra City Council's planning permit application process includes Environmentally Sustainable Development (ESD) considerations. This is now supported by the ESD Local Policy Clause 22.17 of the Yarra Planning Scheme, entitled *Environmentally Sustainable Development.*

The Clause 22.17 requires all eligible applications to demonstrate best practice in ESD, supported by the Built Environment Sustainability Scorecard (BESS) web-based application tool, which is based on the Sustainable Design Assessment in the Planning Process (SDAPP) program.

As detailed in Clause 22.17, this application is a 'large' planning application as it meets the category *Non-residential 2. 1,000m2 or greater of new floor area.*

What is a Sustainable Management Plan (SMP)?
An SMP is a detailed sustainability assessment of a proposed design at the planning stage. An SMP demonstrates best practice in the 10 Key Sustainable Building Categories and;

- Provides a detailed assessment of the development. It may use relevant tools such as BESS and STORM or an alternative assessment approach to the satisfaction of the responsible authority; and
- Identifies achievable environmental performance outcomes having regard to the objectives of Clause 22.17 (as appropriate); and
- Demonstrates that the building has the design potential to achieve the relevant environmental performance outcomes, having regard to the site's opportunities and constraints; and
- Documents the means by which the performance outcomes can be achieved.

An SMP identifies beneficial, easy to implement, best practice initiatives. The nature of larger developments provides the opportunity for increased environmental benefits and the opportunity for major resource savings. Hence, greater rigour in investigation is justified. It may be necessary to engage a sustainability consultant to prepare an SMP.

Assessment Process:

The applicant's town planning drawings provide the basis for Council's ESD assessment. Through the provided drawings and the SMP, Council requires the applicant to demonstrate best practice.
The following comments are based on the review of the architectural drawings, prepared by Architectus (prepared 16th April 2020, and the accompanying SMP, prepared by Floth (also prepared 16th April 2020).

Sustainable Management Plan (SMP)
Referral Response by Yarra City Council



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Attachment 27 - PLN20/0006 - 462 - 482 Swan Street Richmond - ESD referral response

Sustainable Management Plan (SMP)
Referral Response by Yarra City Council



Assessment Summary:

Responsible Planner:	Michelle King
ESD Advisor:	Euan Williamson
Date: 21.05.2020	Planning Application No: PLN20/0006
Subject Site:	462-482 Swan Street, Richmond
Site Area: Approx. 4,660m²	Site Coverage: 100%
Project Description:	Thirteen storey office building with ground floor retail.
Pre-application meeting(s):	None.

The standard of the ESD is close to meeting Council's Environmental Sustainable Design (ESD) best practice standard. Should a permit be issued, the following ESD commitments (1) and deficiencies (2) should be conditioned as part of a planning permit to ensure Council's ESD standards are fully met.

Furthermore, it is recommended that all ESD commitments (1), deficiencies (2) and the outstanding information (3) are addressed in an updated SMP report and are clearly shown on Condition 1 drawings. ESD improvement opportunities (4) have been summarised as a recommendation to the applicant.

(1) Applicant ESD Commitments:
- Commitment to 5 Star Green Star certified rating with the Green Building Council of Australia.
- A MUSIC modelling report demonstrating best practice has been submitted that relies on runoff from approximately 2,879m² of roof connected to 90,000 litres of rainwater storage for toilet flushing.
- 10% improvement in NCC energy efficiency requirements for the whole building.
- A solar PV array to contribute to onsite electricity consumption.
- Energy efficient heating/cooling, hot water and lighting.
- High efficiency centrifugal chillers with a minimum COP of 5.8.
- Access to natural ventilation is limited, however, fresh air intake rates to exceed As 1668 standards by at least 50%.
- Water efficient fixtures and taps.

(2) Application ESD Deficiencies:
- 10% improvement in energy efficiency (minimum), is the only clear commitment to an energy performance standard specified within the SMP. This standard just meets Council's best practice standard for thermal energy. Recommend that a large development like this demonstrates leadership with at least a minimum 20% improvement above NCC 2019 standards. Recommend that prior to commencement a completed JV3 energy report be submitted demonstrating the proposed energy performance standard.
- 282 bicycle parking spaces plus additional spaces for visitors. This falls short of our best practice standard for bicycle parking (10% of building users), which for 32,053m² NLA should be 320 bicycle spaces. Recommend increasing bicycle parking 320 spaces.
- Electric vehicle charging infrastructure is an option being considered. Recommend electric vehicle charging infrastructure for at least 5% of vehicle spaces is provided.

(3) Outstanding Information:
- No specific information on expected daylight performance standards has been submitted. Recommend that a daylight report be prepared using daylight modelling or GBCA Hand Calculation method demonstrating that at least 30% of NLA exceed a 2% daylight factor standard. Lower levels are split with a north-south internal atrium which will assist bring light into lower office



levels, but the upper levels enclosing the atrium will reduce this potential. A glazing VLT of 45% could be improved to increase daylight levels, as could the increase of the atrium over a greater number of levels.
- There is little detail on the size and capacity of the proposed solar PV array. Please update the SMP with approximate size (kWp).
- The notation on plans shows a 70,000 rainwater tank, not 90,000 as required by the stormwater and WSUD reports. Please update the architectural plans to be consistent with the SMP.

(4) ESD Improvement Opportunities
- There are large areas of east, west and north facing glazing exposed to summer sun angles and high levels of summer solar heat gain. Recommend additional external shading systems on all east, west and north facing facades exposed to summer sun angles to reduce cooling loads and improve thermal comfort. *See comments on energy efficiency above.*
- Recommend mixed mode HVAC to enable access to natural ventilation and reduce energy consumption for heating and cooling.
- Recommend that all engineered timber products to have low/no formaldehyde content.
- Strongly recommend providing a system for organic waste and separate waste streams for glass and paper also.
- Consider a rooftop terrace garden as a shared space for users of the building.

Further Recommendations:
The applicant is encouraged to consider the inclusion of ESD recommendations, detailed in this referral report. Further guidance on how to meet individual planning conditions has been provided in reference to the individual categories. The applicant is also encouraged to seek further advice or clarification from Council on the individual project recommendations.

1. Indoor Environment Quality (IEQ)

Objectives:

- to achieve a healthy indoor environment quality for the wellbeing of building occupants.
- to provide a naturally comfortable indoor environment will lower the need for building services, such as artificial lighting, mechanical ventilation and cooling and heating devices.

Issues	Applicant's Design Responses	Council Comments	CAR*
Natural Ventilation and Night Purging	Access to natural ventilation is limited. Fresh air intake rates to exceed As 1668 standards by at least 50%.	Recommend mixed mode HVAC.	1
Daylight & Solar Access	No specific information on expected daylight performance standards has been submitted.	Lower levels are split with a north-south internal atrium which will assist bring light into lower office levels, but the upper levels enclosing the atrium will reduce this potential. A glazing VLT of 45% could be improved to increase daylight levels, as could the increase of the atrium over a greater number of levels. Recommend that a daylight report be prepared using daylight modelling or GBCA Hand Calculation method demonstrating that at least 30% of NLA exceed a 2% daylight factor standard.	3
External Views	External views from most office areas.	-	1
Hazardous Materials and VOC	All interior paints, adhesives, sealants and carpets will be low-VOC type	Recommend that all engineered timber products to have low/no formaldehyde content.	4
Thermal Comfort	Good thermal comfort is determined through a combination of good access to ventilation, balanced passive heat gains and high levels of insulation. The application proposes: - Poor natural ventilation - Some shading proposed - Average thermal efficiency standards.	Please refer to section on, *NCC Energy Efficiency Requirements Exceeded* and *Effective Shading*	2

*** Council Assessment Ratings:**

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:
SDAPP Fact Sheet: 1. Indoor Environment Quality
Good Environmental Choice Australia Standards www.geca.org.au
Australian Green Procurement www.greenprocurement.org
Residential Flat Design Code www.planning.nsw.gov.au
Your Home www.yourhome.gov.au

2. Energy Efficiency

Objectives:

- to ensure the efficient use of energy
- to reduce total operating greenhouse emissions
- to reduce energy peak demand
- to minimize associated energy costs.

Issues	Applicant's Design Responses	Council Comments	CAR*
NCC Energy Efficiency Requirements Exceeded	10% improvement in energy efficiency (minimum), is the only clear commitment to an energy performance standard specified within the SMP.	This standard just meets Council's best practice standard for thermal energy performance. Recommend that a large development like this demonstrates leadership with at least a minimum 20% improvement above NCC 2019 standards. Recommend that prior to commencement a completed JV3 energy report be submitted demonstrating the proposed energy performance standard.	2
Hot Water System	Energy efficient gas hot water.	-	1
Peak Energy Demand	Peak demand reduced through various initiatives.	-	1
Effective Shading	There are large areas of east, west and north facing glazing exposed to summer sun angles and high levels of summer solar heat gain.	Recommend additional external shading systems on all east, west and north facing facades exposed to summer sun angles to reduce cooling loads and improve thermal comfort.	4
Efficient HVAC system	High efficiency centrifugal chillers with a minimum COP of 5.8	-	1
Efficient Lighting	Energy efficient LED lighting.		1
Electricity Generation	A solar PV array to contribute to onsite electricity consumption.	There is little detail on the size and capacity of the proposed solar PV array. Please update the SMP with approximate size (kWp).	3
Other	-	-	-

*** Council Assessment Ratings:**

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:
SDAPP Fact Sheet: 2. Energy Efficiency
House Energy Rating www.makeyourhomegreen.vic.gov.au
Building Code Australia www.abcb.gov.au
Window Efficiency Rating Scheme (WERS) www.wers.net
Minimum Energy Performance Standards (MEPS) www.energyrating.gov.au
Energy Efficiency www.resourcesmart.vic.gov.au

3. Water Efficiency

Objectives:

- to ensure the efficient use of water
- to reduce total operating potable water use
- to encourage the collection and reuse of rainwater and stormwater
- to encourage the appropriate use of alternative water sources (e.g. grey water)
- to minimise associated water costs.

Issues	Applicant's Design Responses	Council Comments	CAR*
Minimising Amenity Water Demand	Water efficient taps and fittings throughout, including: - 3 Star WELS showers - 4 Star WELS toilets - 6 Star WELS tapware - 6 Star WELS urinals	-	1
Water for Toilet Flushing	A 90,000 litre rainwater tank connected to all toilets for flushing.	-	1
Water Meter	Separate water metering for all major common area uses, tenancies and dwellings.	-	1
Landscape Irrigation	Water efficient drip irrigation	-	1
Other	-	-	-

*** Council Assessment Ratings:**

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:
SDAPP Fact Sheet: 3. Water Efficiency
Water Efficient Labelling Scheme (WELS) www.waterrating.gov.au
Water Services Association of Australia www.wsaa.asn.au
Water Tank Requirement www.makeyourhomegreen.vic.gov.au
Melbourne Water STORM calculator www.storm.melbournewater.com.au
Sustainable Landscaping www.ourwater.vic.gov.au

4. Stormwater Management

Objectives:

- to reduce the impact of stormwater runoff
- to improve the water quality of stormwater runoff
- to achieve best practice stormwater quality outcomes
- to incorporate Water Sensitive Urban Design principles.

Issues	Applicant's Design Responses	Council Comments	CAR*
STORM Rating	A MUSIC modelling report demonstrating best practice has been submitted that relies on runoff from approximately 2,879m² of roof connected to 90,000 litres of rainwater storage for toilet flushing.	The notation on plans shows a 70,000 tank, not a 90,000 as required by the stormwater and WSUD reports. Please update the architectural plans to be consistent with the SMP.	3
Discharge to Sewer	-	-	-
Stormwater Diversion	-	-	-
Stormwater Detention	20,000 litre OSD tank in addition to the 90,000 rainwater harvesting tank.	-	-
Stormwater Treatment	-	-	-
Others	-	-	-

*** Council Assessment Ratings:**

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:
SDAPP Fact Sheet: 4. Stormwater Management
Melbourne Water STORM calculator www.storm.melbournewater.com.au
Water Sensitive Urban Design Principles www.melbournewater.com.au
Environmental Protection Authority Victoria www.epa.vic.gov.au
Water Services Association of Australia www.wsaa.asn.au
Sustainable Landscaping www.ourwater.vic.gov.au

5. Building Materials

Objectives:

- to minimise the environmental impact of materials used by encouraging the use of materials with a favourable lifecycle assessment.

Issues	Applicant's Design Responses	Council Comments	CAR*
Reuse of Recycled Materials	No specific information has been provided.	Consider using recycled materials in products such as insulation across the project.	4
Embodied Energy of Concrete and Steel	30% reduction in Portland cement content in concrete.	-	1
Sustainable Timber	All feature timber will be FSC or AFS accredited, or reused.	-	1
Design for Disassembly	No information has been provided.	Consider a small pallet of materials and construction techniques that can assist in disassembly.	4
Other	-	-	-

*** Council Assessment Ratings:**

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:
SDAPP Fact Sheet: 5. Building Materials
Building Materials, Technical Manuals www.yourhome.gov.au
Embodied Energy Technical Manual www.yourhome.gov.au
Good Environmental Choice Australia Standards www.geca.org.au
Forest Stewardship Council Certification Scheme www.fsc.org
Australian Green Procurement www.greenprocurement.org

6. Transport

Objectives:

- to minimise car dependency
- to ensure that the built environment is designed to promote the use of public transport, walking and cycling.

Issues	Applicant's Design Responses	Council Comments	CAR*
Minimising the Provision of Car Parks	Car parking in basement levels.	-	1
Bike Parking Spaces	282 bicycle parking spaces plus additional spaces for visitors.	This falls short of our best practice standard for bicycle parking (10% of building users), which for 32,053m2 NLA should be 320 bicycle spaces. Recommend increasing bicycle parking 320 spaces.	2
End of Trip Facilities	End of trip facilities provided.	-	1
Car Share Facilities	Car share spaces are visible on plans.	-	1
Electric vehicle charging	Electric vehicle charging current an option under consideration.	Recommend electric vehicle charging infrastructure for at least 5% of vehicle spaces is provided.	2

*** Council Assessment Ratings:**

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:
SDAPP Fact Sheet: 6. Transport
Off-setting Car Emissions Options www.greenfleet.com.au
Sustainable Transport www.transport.vic.gov.au/doi/internet/icy.nsf
Car share options www.yarracity.vic.gov.au/Parking-roads-and-transport/Transport-Services/Carsharing/
Bicycle Victoria www.bv.com.au

7. Waste Management

Objectives:

- to ensure waste avoidance, reuse and recycling during the design, construction and operation stages of development
- to ensure long term reusability of building materials.
- to meet Councils' requirement that all multi-unit developments must provide a Waste Management Plan in accordance with the *Guide to Best Practice for Waste Management in Multi-unit Developments 2010*, published by Sustainability Victoria.

Issues	Applicant's Design Responses	Council Comments	CAR*
Construction Waste Management	A Construction Waste Management Plan does not have a firm target for construction and demolition waste.	Recommend a recycling/reuse target of at least 80% for construction and demolition waste.	4
Operational Waste Management	Little information has been included in the SMP.	Strongly recommend providing a system for organic waste and separate waste streams for glass and paper also.	4
Storage Spaces for Recycling and Green Waste	Area for bins and chutes can be identified on the plans.	-	1
Others	-	-	-

*** Council Assessment Ratings:**

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:
SDAPP Fact Sheet: 7. Waste Management
Construction and Waste Management www.sustainability.vic.gov.au
Preparing a WMP www.epa.vic.gov.au
Waste and Recycling www.resourcesmart.vic.gov.au
Better Practice Guide for Waste Management in Multi-Unit Dwellings (2002) www.environment.nsw.gov.au
Waste reduction in office buildings (2002) www.environment.nsw.gov.au

8. Urban Ecology

Objectives:

- to protect and enhance biodiversity
- to provide sustainable landscaping
- to protect and manage all remnant indigenous plant communities
- to encourage the planting of indigenous vegetation.

Issues	Applicant's Design Responses	Council Comments	CAR*
On Site Topsoil Retention	There is no productive topsoil on this site.	-	NA
Maintaining / Enhancing Ecological Value	Landscaping to terraces will enhance the ecological value of this site.	-	1
Heat Island Effect	No specific information has been submitted.	-	1
Communal Spaces	Little common areas or shared spaces	Consider a rooftop terrace garden as a shared space for users of the building.	4

*** Council Assessment Ratings:**

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:
SDAPP Fact Sheet: 8. Urban Ecology
Department of Sustainability and Environment www.dse.vic.gov.au
Australian Research Centre for Urban Ecology www.arcue.botany.unimelb.edu.au
Greening Australia www.greeningaustralia.org.au
Green Roof Technical Manual www.yourhome.gov.au

9. Innovation

Objective:

- to encourage innovative technology, design and processes in all development, which positively influence the sustainability of buildings.

Issues	Applicant's Design Responses	Council Comments	CAR*
Significant Enhancement to the Environmental Performance	-	-	-
Innovative Social Improvements	-	-	-
New Technology	-	-	-
New Design Approach	-	-	-
Others	-	-	-

*** Council Assessment Ratings:**

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:
SDAPP Fact Sheet: 9. Innovation
Green Building Council Australia www.gbca.org.au
Victorian Eco Innovation lab www.ecoinnovationlab.com
Business Victoria www.business.vic.gov.au
Environment Design Guide www.environmentdesignguide.com.au

10. Construction and Building Management

Objective:

- to encourage a holistic and integrated design and construction process and ongoing high performance

Issues	Applicant's Design Responses	Council Comments	CAR*
Building Tuning	Comprehensive independent commissioning and tuning of all major appliances and building services.	-	1
Building Users Guide	No specific information has been provided.	Recommend a Building Users Guide be provided to the residents and building users.	1
Contractor has Valid ISO14001 Accreditation	-	-	-
Construction Management Plan	An Environmental Management Plan will monitor and control activities undertaken during construction.	-	1
Others	-	-	-

*** Council Assessment Ratings:**

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:
SDAPP Fact Sheet: 10. Construction and Building Management
ASHRAE and CIBSE Commissioning handbooks
International Organization for standardization – ISO14001 – Environmental Management Systems
Keeping Our Stormwater Clean – A Builder's Guide www.melbournewater.com.au

Sustainable Management Plan (SMP)
for planning applications being considered by Yarra Council



Applicant Response Guidelines

Project Information:

Applicants should state the property address and the proposed development's use and extent. They should describe neighbouring buildings that impact on or may be impacted by the development. It is required to outline relevant areas, such as site permeability, water capture areas and gross floor area of different building uses. Applicants should describe the development's sustainable design approach and summarise the project's key ESD objectives.

Environmental Categories:

Each criterion is one of the 10 Key Sustainable Building Categories. The applicant is required to address each criterion and demonstrate how the design meets its objectives.

Objectives:

Within this section the general intent, the aims and the purposes of the category are explained.

Issues:

This section comprises a list of topics that might be relevant within the environmental category. As each application responds to different opportunities and constraints, it is not required to address all issues. The list is non-exhaustive and topics can be added to tailor to specific application needs.

Assessment Method Description:

Where applicable, the Applicant needs to explain what standards have been used to assess the applicable issues.

Benchmarks Description:

The applicant is required to briefly explain the benchmark applied as outlined within the chosen standard. A benchmark description is required for each environmental issue that has been identified as relevant.

How does the proposal comply with the benchmarks?

The applicant should show how the proposed design meets the benchmarks of the chosen standard through making references to the design brief, drawings, specifications, consultant reports or other evidence that proves compliance with the chosen benchmark.

ESD Matters on Architectural Drawings:

Architectural drawings should reflect all relevant ESD matters where feasible. As an example, window attributes, sun shading and materials should be noted on elevations and finishes schedules, water tanks and renewable energy devices should be shown on plans. The site's permeability should be clearly noted. It is also recommended to indicate water catchment areas on roof- or site plans to confirm water re-use calculations.

Attachment 28 - PLN20/0006 - 462 - 482 Swan Street Richmond - Urban Design referral response (MGS)

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mgs

Independent Urban Design Advice

MAY 2020



Ref: Google Maps

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Mun Soon
Joshua Wheeler

Attachment 28 - PLN20/0006 - 462 - 482 Swan Street Richmond - Urban Design referral response (MGS)

BACKGROUND

1. In July 2015, I was asked by the City of Yarra to comment on the proposed rezoning and mixed use development of the site at 462-482 Swan Street Richmond and have evidence in the subsequent Panel for the proposed C185 Amendment.
2. Earlier this year I was asked to meet with council officers and the applicant for a revision ion the proposed site vision to accommodate a largely commercial development vision rather than the earlier mixed use and largely residential outcome.
3. Subsequently at the end of April I was asked to provide a review of the project with the scope agree in early May. In particular I have been asked to address the following:-

- Whether the height and setbacks/massing are acceptable with the policy and physical context, including DDO14.
- Whether the materials and finishes are acceptable with the policy and physical context.
- Appropriateness of the design at street level.
- Whether the design achieves a high architectural and urban design outcome.
- Any other matters relevant in my view.

SITE CONTEXT

4. The site sits to the immediate north of the Burnley Railway Station and at the eastern end of the Burnley Activity Centre in Swan Street.
5. A steeply graded realignment of Burnley Street over the adjacent railway line to the south has resulted in access to the railway station and indeed between both sides of the street, being via an underpass at the southern end of the Burnley Street alignment and its abutment to the rail reserve.
6. A pedestrian path also passes along the southern edge of the property linking through to Stawell Street to the east.
7. The site extends eastwards up to and inclusive of nearly half of the Cutter Street alignment opposite.
8. Swan Street is well serviced by trams running parallel to this rail alignment making this a very well serviced transit corridor.
9. As I asserted at the Planning Panel there is no doubt in my mind that there is a strong case for redevelopment of the site away from its industrial origins to a higher occupancy future. Such an outcome would better align uses on the site with the needs of commuters and the activities of the core retail centre and station environment and also invest the station environs with heightened safety and security arising from informal engagement with the surrounding areas from residential occupancies.
10. Additionally, the principle of transit oriented development is now well understood and its benefits evident in reduced congestion through the provision of choice and convenience to householders of public transport access in lieu of private car use.
11. Having said this as I noted in my earlier reports there are a range of issues that required very careful resolution within this site context.
12. Notably the following:
    a. Maintaining and enhancing the quality of pedestrian transit access between Swan Street and the railway entrances and underpass, ensuring that this interface is made safer, more direct and higher quality and that conflict between pedestrians and vehicles is minimised.
    b. Enhancing the quality of the railway walk and interface along the southern edge of the site linking adjoining areas to the station precinct and providing activation at upper levels in the interface with the station and reverse amenity principles in the design of built form to both the station and Burnley Street interfaces in recognition of the high noise attributes of these interfaces.
    c. Ensuring that the extent of activation of the Swan Street frontage is maximised; and
        i) That vehicle access is primarily located in the north-eastern corner of the site frontage.

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ii) To this end consideration should be given to an extension of the Cutter Street alignment to allow for potential future signalising of this interface in a logical manner.

iii) Ensuring that the built form height and organisation should both fit within a broader narrative of Swan Street's future built form and land uses but also developed in a way that delivers a high quality amenity for users of the precinct.

THE NEW ZONING OF THE SITE

13. In conjunction with the rezoning of the site to a Commercial 1 Zone (C!Z) two overlays were also added.:-
14. A Design and Development Overlay DDO 14 and given its former use an Environmental Overlay (EA0) over the land.
    a. Schedule 14 to 43.02 Design and Development Overlay outlines the following :

Design objectives

a) To provide for high density, taller development that delivers significant public realm outcomes.
b) To reinforce the corner of Swan Street and Burnley Street as a vibrant commercial, retail and residential location.
c) To strengthen connectivity to Burnley Station and establish a highly walkable and cycle friendly public realm.
d) To ensure new development provides well-located accessible and safe car parking areas that do not visually dominate the streetscape.
e) To ensure that new development does not result in unreasonable overshadowing of the public realm including the adjoining streets, the Burnley Railway Station or neighbouring residential areas.

15. The DDO sets out defined preferred built form outcomes for the development as follows:-

Buildings and Works

16. Buildings and works should be constructed in accordance with the following requirements:

Building heights

17. The building height should not exceed a maximum of 42 metres.
18. The maximum height does not include building services which should be hidden from view from any adjoining public space or designed as architectural roof top features. Building services include but are not limited to plant rooms, air conditioning, lift overruns and roof mounted equipment.
19. Buildings and works should be constructed in accordance with the following requirements:

Building setbacks

a. Reinforce the street wall height along Swan Street and Burnley Street to create a consistent 3 storey built form.
b. Upper levels should be setback from the podium at all site boundaries, except for façade articulation of up to 0.5m, as follows:
c. A minimum of 6m from Swan Street to provide upper level setbacks from the primary street frontage.
d. A 5m setback from the eastern boundary to provide upper level building separation between the subject site and any future redevelopment of the abutting property.
e. A minimum of 3m setbacks from the south (rail corridor) and west (Burnley Street).
f. Provide building separation between built form elements at upper levels.
g. Ensure that built form elements above the street wall are visually recessive and do not contribute to visual bulk.

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Building design

h. Provide active frontages at ground level and overlooking of the public realm, including station environs from upper levels.
i. Ensure development is of a high architectural standard in terms of its form, scale, massing, articulation and materials and that these design elements respond to the site context.
j. Ensure development is designed to ameliorate adverse wind conditions at street level, communal open spaces, balconies and adjoining properties.
k. Ensure building services are screened from the public realm and communal open spaces.

Traffic and access

l. Ensure convenient and adequate bicycle parking is provided at street level to cater for the general public.
m. Integrate carparking into the building design and conceal from the public realm.
n. Ensure vehicular access and egress and loading bay arrangements are designed to maximise pedestrian safety.

Public realm

o. Provide improved connectivity between Swan Street, Burnley Street and Burnley Station.
p. Improve the interface between the development and the east-west pedestrian link abutting the southern site boundary.
q. Enhance the amenity and appearance of the public realm along the Swan Street and Burnley
r. Street frontage and east-west pedestrian link, including elements such as improved footpath treatments, lighting, street trees and street furniture.
s. Ensure new or improved pedestrian links promote a sense of safety for day and night-time conditions.
t. Minimise overshadowing of adjoining streets, the public realm and existing residential areas.
u. Ensure no unreasonable overshadowing impact to Burnley Station.

Amenity

v. Provide acoustic treatments to address the impact of existing and potential noise from the rail corridor, the Burnley Street overpass and Swan Street.
w. Provide awnings over footpaths to Swan Street and Burnley Street to provide weather protection.
x. Ensure built form and internal building layout is designed to maximise solar access, access to daylight, ventilation and outlook.

20. As noted above the provisions allow some flexibility to consider alternative outcomes that vary from the specified height and /or setbacks specified above where the applicant can demonstrate all of the following would be satisfied:
    a. that the built form outcome as a result of the proposed variations satisfies the Design Objectives of this Schedule;
    b. That the proposal will achieve:
        i) An exemplary built form outcome;
        ii) An exemplary public realm outcome;
        iii) Innovative environmentally sustainable development;
        iv) Minimal additional overshadowing (beyond that which would be generated by a proposal that complies with the specified setback requirements) of the public realm;
        v) Minimal adverse amenity impacts to adjoining properties (beyond that which would be generated by a proposal that complies with the specified setback requirements).

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Decision guidelines

21. Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider:
    a. Any minor variations from the required setbacks resulting from façade articulation.
    b. How the proposal improves the pedestrian environment and other areas of the public realm.
    c. The effectiveness of new development in protecting the amenity of occupants from the off-site impacts of existing uses and activities.
    d. The views of relevant referral authorities.
    e. How a proposal to vary the specified heights and setbacks specified in this Schedule responds to the permit requirements outlined in Clause 2.0.

THE PROPOSAL

22. The proposed seeks to consider the application for permit for use and development of the land for a mixed use development upper level mid-rise commercial office tower form over a mixed use podium and inclusive of ancillary parking and loading areas.
23. The proposal is described in the planning report as inclusive of the following:
    a. Commercial office space totalling 32,052 sq.m.
    b. Retail space totalling 1626 sq.m.,
    c. Basement Parking for 445 spaces in two levels.
    d. Bicycle spaces for 339 bikes
    e. Streetscape and podium level placemaking and landscape improvements.

STATE PLANNING POLICY FRAMEWORK

Plan Melbourne

24. Plan Melbourne notes, "There are many areas in Melbourne's established middle and inner rings which have the capacity to substantially increase their population, which would further support business growth. These suburbs have excellent amenities such as transport infrastructure and access to health services, as well as commercial and recreational services. Melbourne has a unique competitive advantage over many other cities because it has access to large amounts of renewal area within close proximity to the central city. "
25. Key aspirations of Plan Melbourne are:
    > encouraging active forms of transport, such as walking and cycling
    > making neighbourhoods pedestrian-friendly
    > supporting local governments to plan and manage their neighbourhoods
    > creating more compact cities
    > making better use of transport infrastructure.

26. Strategies for urban renewal areas include: > To take advantage of underutilised land close to jobs, services and public transport infrastructure, to provide new housing, jobs and services
    > National employment clusters, metropolitan activity centres, expanded central city and transit-oriented development urban-renewal precincts are of state-significance because of their city-shaping outcomes
    > supporting the creation of new activity centres, with priority given to developments based on transit-oriented development principles
    > implementing new commercial zones to provide greater flexibility and employment growth opportunities in strategic locations that leverage off existing or planned infrastructure across Melbourne.

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27. Direction 1.2 of Plan Melbourne seeks to improve access to jobs across Melbourne and closer to where people live.
28. Direction 1.6 seeks to:
    a. Enable an investment pipeline of transit-oriented development and urban-renewal
29. This direction advocates transit-oriented development as a key way to achieve employment and population growth, as well as achieve a broad range of economic, social and environmental benefits from co-locating employment, population and public transport.
30. It notes that whilst some of these opportunities will come from major transport infrastructure, level crossing removals and associated land development, equally, opportunities can be harnessed from underutilised industrial land in proximity to existing infrastructure.
31. Initiative 1.6.1 seeks to:
    a. Identify new urban-renewal precincts and sites around the existing rail network, based on transit-oriented development principles
    b. It notes that, "Land around railway stations and train corridors can provide valuable development opportunities, due to the access to public transport. Existing stations and corridors will also be assessed for their development potential.
32. Clearly the proposal fulfils these descriptive criteria.
33. There are also a substantial number of State Planning Provisions also supportive.
34. In my area of expertise Clause 15 Built Environment and Heritage is particularly relevant.
35. **15.01-1S Urban design** notes as its objective the goal:
    a. To create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity.
    b. Key strategies to implement this goal include:
        i) *Promote good urban design to make the environment more liveable and attractive.*
        ii) *Ensure new development or redevelopment contributes to community and cultural life by improving safety, diversity and choice, the quality of living and working environments, accessibility and inclusiveness and environmental sustainability*
        iii) *Ensure transport corridors integrate land use planning, urban design and transport planning and are developed and managed with particular attention to urban design aspects.*
    c. Relevant other guidelines referenced for consideration include: 1. Urban Design Guidelines Victoria (DEWLP, 2017)
36. 15.01-2S Building Design seeks to :-
    a. To achieve building design outcomes that contribute positively to the local context and enhance the public realm.
    b. Key Strategies include:
        i) Ensure a comprehensive site analysis forms the starting point of the design process and provides the basis for the consideration of height, scale and massing of new development.
        ii) Ensure development responds and contributes to the strategic and cultural context of its location.
        iii) Minimise the detrimental impact of development on neighbouring properties, the public realm and the natural environment.

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iv) Ensure the form, scale, and appearance of development enhances the function and amenity of the public realm.
v) Ensure buildings and their interface with the public realm support personal safety, perceptions of safety and property security.
vi) Ensure development provides safe access and egress for pedestrians, cyclists and vehicles.
vii) Ensure development provides landscaping that responds to its site context, enhances the built form and creates safe and attractive spaces.

37. 15.01-4 Design for safety seeks to improve community safety and encourage neighbourhood design that makes people feel safe. d) Key relevant strategies to achieve this are:

    • *Ensure the design of buildings; public spaces and the mix of activities contribute to safety and perceptions of safety*

    • *Support initiatives that provide safer walking and cycling routes and improved safety for people using public transport.*

38. Clause 15.02 Sustainable development seeks to: encourage land use and development that is consistent with the efficient use of energy and the minimisation of greenhouse gas emissions.
39. Strategies of relevance include:
    • *Promote consolidation of urban development and integration of land use and transport*
    • *Support low energy forms of transport such as walking and cycling.*
40. Clause 16.01-3 Strategic redevelopment sites acknowledges appropriate sites for strategic redevelopment as including:

    > In or within easy walking distance of Principal or Major Activity Centres

    > In or beside Neighbourhood Activity Centres that are served by public transport

    > On or abutting tram, train, light rail and bus routes that are part of the Principal Public Transport Network and close to employment corridors, Central Activities Districts, Principal or Major Activity Centres

    > In or near major modal public transport interchanges that are not in Principal or Major Activity Centres

    > Able to provide 10 or more dwelling units, close to activity centres and well served by public transport.

41. Clause 17 Economic Development notes a number of economic goals sought including the development of convenience retail activities and services clos and accessible e to neighbourhoods.
42. Clause 18 Transport and in particular Clause 18.01 Integrated Transport seeks to:
    a. Create a safe and sustainable transport system by integrating land-use and transport.
    b. Strategies of relevance include:
        i) *Coordinating improvements to public transport, walking and cycling networks with the ongoing development and redevelopment of the urban area*
        ii) *Concentrating key trip generators such as higher density residential development in and around Central Activities Districts, Principal, Major and Specialised Activity Centres on the Principal Public Transport Network.*
43. Plan Melbourne also outlines a vision for Melbourne: Melbourne will be a global city of opportunity and choice achieved by 5 key directions - relevant to this application:
    a. Developing in defined areas near services and infrastructure;
    b. Population estimates indicate Melbourne could grow to a city of around 7.7 million people and require an additional 1.6 million more dwellings
    c. Direction 2.2 seeks to reduce the cost of living by increasing housing supply near services and public transport.

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Other State Planning Policy Provisions

44. Clause 11of the SPPF encourages more intensive development in Activity Centres. Clause 11.01-2 'Activity Centre Planning' encourages 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.
45. Strategies to achieve this include:
    > Undertake strategic planning for the use and development of land in and around the activity centres.
    > Encourage a diversity of housing types at higher densities in and around activity centres.
    > Reduce the number of private motorised trips by concentrating activities that generate high numbers of (non-freight) trips in highly accessible activity centres.
    > Improve access by walking, cycling and public transport to services and facilities for local and regional populations.
    > Broaden the mix of uses in activity centres to include a range of services over longer hours appropriate to the type of centre and needs of the population served.
    > Provide a focus for business, shopping, working, leisure and community facilities.
    > Encourage economic activity and business synergies.
    > Improve the social, economic and environmental performance and amenity of the centre.

LOCAL PLANNING POLICY FRAMEWORK

Relevant local policies are set out below.

46. Clause 21.02 'Municipal Profile'
47. Clause 21.03 'Vision'
48. Clause 21.04 'Land Use'
    a. This clause seeks to protect the character and historic integrity of the area by accommodating the majority of new development on strategic redevelopment sites located in proximity to activity centres and/or good access to transport and services.
    b. The objective of this policy is to conserve areas of heritage significance whilst providing for an adaptive reuse and change of buildings.
49. Clause 21.05 'Built Form' The clause covers Heritage, Urban Design, Built form character, and Public environment.
    a. It seeks to 'retain Yarra's identity through maintaining built and urban form as typically low-rise with pockets of higher development' and to enhance the built form character by considering the surrounding context and respecting (not dominating) existing built form.
    b. It also seeks 'to provide a public environment that encourages community interaction and activity', promoting universal access and ensuring that 'buildings have a human scale at street level'.
50. Clause 21.06 'Transport'
51. Clause 21.07 'Environmental Sustainability'
52. Clause 21.08 'Neighbourhoods', central Richmond area
53. Clause 22.02 'Development Guidelines for Sites Subject to the Heritage Overlay'
54. Clause 22-5-.7.1 New Development, Alterations and Additions General
55. Clause 22.07 Development abutting Laneways, seeks to ensure laneways and their interfaces are considered as an important part of the public realm and the lanes an important shared movement network that should enjoy informal surveillance and activation from development.
56. Clause 22.10 'Built Form and Design Policy'
    a. The objectives of this clause are to ensure that any new development positively responds to and contributes to the surrounding context, including streetscape and built form character, whilst having minimal impact on the amenity of the surrounding land. Its design objectives and guidelines include (but are not limited to) the following:
        • To ensure ground level façade and boundary treatments interface positively with the street

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- To provide pedestrian/human scaled design at street level
- Use appropriate materials, finishes and colours, which add visual interest and, assist in breaking up the mass and bulk of new development
- Matching ground floor level with street level
- New development provides an appropriate level of natural daylight into internal communal spaces and habitable rooms
- To minimise the use of energy and natural resources in the construction and operation of buildings
- To ensure that new residential development provides private and/ or communal open space that is well designed, functional, safe, solar oriented, well ventilated and meets the needs of residents.

THE PLANNING PERMIT APPLICATION

57. In its current form the development which is the subject of the Planning Permit Application incorporates the following:
    a. Basement 2 parking for 114 carspaces and storage and services with a stormwater harvesting 20kl detention tank.
    b. Basement 1 parking for 108 carspaces including 3 disability spaces and storage and services.
    c. Ground floor- 6 retail spaces with two larger spaces to the primary intersection and Burnley Street frontages and a cluster of smaller arcade based tenancies with one of these and a separate Swan Street fronted retail space to the eastern end of the site.
    d. Like the earlier development carparking is provided into the development at the NE end as sought in the DDO
    e. Substantial end of travel bicycle facility accessed from the southern upgraded path and railway walk accesses end of travel facilities.
    f. A new central generously scaled 3 level galleria is open during work hours accessing the central lift core.
    g. A central bridge at levels 1 and 2 above link the lift core and offices east of the galleria with upper level commercial space to the west
58. Setbacks to the west south and northern street and laneway interfaces provide opportunities for outside seating and an enhanced scale public realm.
59. Pathway enhancements are made to the Burnley Street, Swan Street and southern Railway walk interfaces.
60. At Level 1 development for commercial is positioned to either side of the Galleria and linked via a generously scaled bridge. Terraces opening to Swan Street are available to each of these wings.
61. A connecting stair links this upper level office to ground level retail space.
62. To the eastern block a mid-block light court and terrace of double height marks its eastern edge.
63. At level 3 the floor plate spans the entire site footprint with an expansive NW terrace and setback SW scale with the eastern interface continued to be marked by the multi-level void.
64. At level 4, in the eastern half of the site, the floor plate stepped back nearly 8m rom the Swan Street interface, 6,23m from the eastern commercial tower interface and 4.5m from the southern railway walk interface with non-trafficable roofs to these frontages.
65. A lesser 3m interface is established for the NW gateway form with the SW form setback 8m from the western edge and 3m from the south interface.
66. At level 5, the eastern half of the site overhangs by 1m the floor below and 1.73m the lower eastern floor with a net 4.5m setback.
67. To the south the overhang is uniformly expressed with a 3m setback. An increased setback to the NW form is provided to the western interface.

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68. The form is repeated on level s 6 to 8 and level 10 with minor planter differentiations save for the expansion to the NW.
69. At Level 9 the NW west façade and NE north façade invest the interfaces with modest setbacks for planters
70. Level 11 provides increased setbacks to 8.29m to the south glazed façade with projecting blade forms to the east end of the south boundary.
71. To the western half setbacks to the façade is setback 11.14m and a lesser with approximately 7m to the outer edge of the pergola structure.
72. The plantroom over is setback 11.3m from the southern edge and 26.34m from the western interface and from the Swan Street interface, with the north and eastern both east part of the site forming an extension of the facades below.
73. The elevations depict a building wherein the western wing wises to an overall height of RL 60.9 a height of 48.9 above the footpath. Whilst the more prominent eastern form rises to Rl 65.65 or 53.65m.
74. Podium forms of 2, 3 and 4 levels mark the interfaces to each of the primary Swan Street and Burnley Street and railway walk frontages. A 4 level blind wall is unadorned.
75. The eastern façade is uniformly expressed articulated only by variances in upper level roof form and plant edges.
76. The upper level form of the west façade sees two elements of stepped larger grid forms either side of a rebated vertical central zone.
77. Planters and their visual impacts shown in plan are not expressed in elevations.
78. Section AA describes the light court to the east overhang by form above and the treatments to the southwestern station gateway interface.
79. Section BB, illustrates the proposed relationship of the building with the Swan Street and Burnley Station interface.
80. Section DD describes the proposed galleria through the development and the interconnecting bridges and the recently developed apartment building on the northern side of Swan Street.
81. Detail elevations describe the street level materiality.
82. The subsequent shadow studies describe the proposed approved shadow diagrams protecting as they do the island platform and more than 50 % of the north platform.
83. The revised shadow impacts suggest substantial additional overshadow impacts particularly towards morning and afternoon peaks at the equinox with the cumulative additional impact being the effective floor area of the entire island platform. In the middle of the day the island after 12 is now impacted until nearly.
84. Pages 147 onwards of the plans report depict the visualisations of the proposal.
85. P151 disappointingly does not show the full extent of the proposal.
86. P153 depicts the development when seen from the overpass.

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COMMENTARY AND RECOMMENDATIONS

Podiums and Street wall interfaces.

88. In the pre-application meeting with the applicant attention was brought to the emphasis council south in the response to key elements of Local Urban Design Policy and the site specific Design and Development overlay outlined in Schedule 14.
89. In particular I was keen to see responses to the following criteria through greater diversity of expression and scale.

Commentary and recommendations

90. The massing of street-wall lower tier elements is in my view appropriately stepped along the Swan Street corner to Burnley Street and down to the Station to the corner of Burnley Street and Swan Street and downwards to the east and South.
91. In my view the proposed scale of these elements is appropriate, and provide the framework for an appropriate response.
92. Of concern currently however, is the uniformity of the proposed treatment of these responses with the eastern end of the Swan Street frontage, a location in an infill setting, given the same design language and finish as the primary corner façade on Burnley Street at the principle interface of the two roads.
93. This continuity amplifies the notion of a single institution expression and conceptual solution rather than addressing the fine grain character, diversity and richness of detail and materiality characteristic of this part of Richmond.
94. The response is inconsistent with the richness of response to context sort in the Local Policy and DDO provisions in my view and as underlined in the report.



95. An opportunity for example may exist to draw on the earlier industrial history of the site as a Timber Yards and Mills in the hinterland Station interface expression noting the use in a more polished and corporate manner I n the soffit treatments of the projecting canopy corner.

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Recommendation 1

I would invite the applicant to review the design expression east of the primary north south entrance in Swan Street for each of the podium levels and the Burnley Street zone south of the projecting corner form to explore opportunities to invest the narrative of the site with a deeper and more diversified response to the precinct, its subdivision character and its history consistent with the Objectives and Guidelines goals outlined in Cl *22.10-3.2 Urban form and character*.

Side and rear setbacks

East Facade

96. Similarly it is my view that the reduced setback proposed to the eastern façade combined with the absence of increased upper level setbacks have in combination failed to meet the necessary benchmarks by the provisions within local policy and the DDO without amendment for delivery of design excellence in outcome, visual break between forms and design interest and articulation in response to the site context.
97. The eastern façade is dependent on the adjoining proposed building being developed. Without this its uniform expression lets down what is otherwise generally a cleverly composed development.

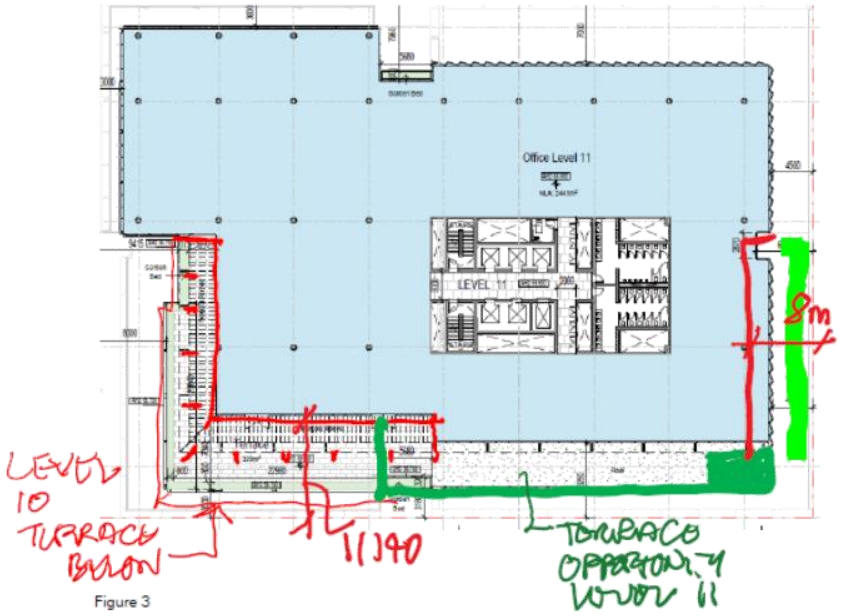


Figure 3

98. The east elevation also needs to consider the aspect of the built form when seen from more distant locations residential neighbourhoods to the SE and the eastern Swan Street corridor.

Recommendation 2

a. At Level 11 Setback the eastern façade 8m from the eastern boundary for the section from approximately 1m south of Gridline 3 to the to the south façade as shown in Figure 2 above.

b. Consider revising the south roof zone as a landscaped terrace.

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South-west Interface

99. The proposed development as presented has fallen short of the standards outlined in DDO14 and the key policy provisions in Clause 22.10 that reward outcomes that enable increased density and scale only where the outcomes are able to mitigate offsite impacts.
100. Disappointingly the application demonstrates substantive additional overshadowing of the public realm most notably the station platform areas which were the basis of substantial scrutiny at the Panel. The argument that the application is only modestly increasing the loss of amenity is not in my view substantiated by the material provided which demonstrate considerable impact on the area of platform available to access sunlight.
101. In my view there needs to be significant erosion of the upper SW corner of the built form at levels 10 and 11 to mitigate these impacts.



77. Figure 1

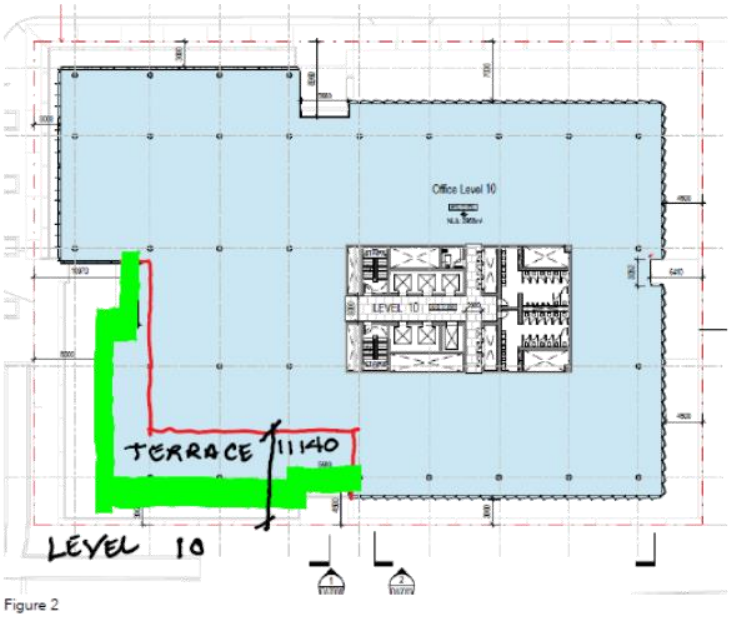


Figure 2

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Recommendation 3

Reduce the scale of the SW corner by setting back the west and south façade of the SW tower on Level 10 as follows:-

a. **At Level 10, setback the west façade south of Gridline 13.5 m from the west façade from 1, south of gridline 3 to the south boundary.**
b. **At Level 10, setback the south façade 12 m west of Gridline E.**
c. **Relocate the south-western terrace at level 11 to level 10 as generally described in Figures 1 and 2.**
d. **Continue the revised setbacks established for level 10 at level 11 as described in Figures 1 and 3.**
e. **Reconfigure the roof plant room and south façade at level 11 scale and setback to reduce the impact of overshadowing on the central platform between 10am and 2pm at the September equinox to ensure there is no nett increase in platform overshadowing.**

Wind Report and public realm amenity

102. The quality and amenity of open spaces around the site as proposed reach a reduced level of amenity to that earlier sought and logically required to support the underlying potential land uses at street and upper levels.
103. Potential hospitality zones to the Hospitality uses are both supported and suggested to the south west and northern retail tenancy interfaces frontages.

Recommendation 3

a. **That the standard established for the south, west and north retail frontages achieve a generally acceptable amenity not exceeding 10 ms-1 for a 0.1% exceedance (annually) for stationary, long exposure activities (outdoor restaurants, theatres) if the peak gust speed during the hourly mean.**
b. **The standard set of standing at main entries to the Galleria is supported. However this should be expanded to the Bike arrival entries not exceed 13 ms-1 for a 0.1% exceedance (annually). i.e.. Generally acceptable for stationary short exposure activities (window shopping, standing or sitting in plazas) if the peak gust speed during the hourly mean.**
c. **The proposed standards established for the external terraces are less than that regularly agreed for new similar developments in the municipality and considered as good practice. \Logically the Level 1,2 and 3 terraces are critical elements in investing the precinct with vitality and amenity and will no doubt in a**

CONCLUSION

87. The development of the site for a high density employment focussed node is an appropriate outcome in strategic planning terms for the site.
1. The proposed public realm improvements are generally acceptable in resolution.
2. The podium treatments internal walk and retail configuration are well configured in a volumetric sense but the materiality and expression of the NE and SW elements require review to diversify the response to better reference the valued attributes of streetscape material diversity and history sought in policy..
3. The ground floor and railway walk interface of the bike arrival and EOT facilities are supported being both convenient and likely to support increased interface activity and safety.
4. The location of external shared spaces at upper levels contributes to both workplace enhancement and design response to context.
5. The provision of a taller built form and projecting expression for upper level form to the Burnley Street/Swan Street intersection is supported provided the response is also informed by an outcome to mitigate the impacts of offsite overshadowing in particular and delivery of high quality on site external space amenity.
6. The erosion of the built form at SE NE and proposed eastern sides of the building as a means to invest the building with visual interest, transition to surrounding areas and break down scale and bulk is supported as an approach.

Attachment 28 - PLN20/0006 - 462 - 482 Swan Street Richmond - Urban Design referral response (MGS)

7. The language of an interconnecting campus of upper level forms characterised by differing design detailing works successfully in my view for the south west and northern responses subject to the outcome also delivering enhanced offsite amenity to that currently proposed.
8. The concerns I have when measured against the outcomes sought of the site relate primarily to the scale of the SW corner tower and its consequent impacts and the southern and southeast corners at plant level and level 11 and their impacts and the uniformity of design language applied to the podium levels.
9. These substantial impacts used as measures against which any exceedance over the DDO must demonstrate alignment have clearly not been met in this instance at this stage but could in my view be resolved by negotiation.

Attachment 29 - PLN20/0006 - 462 - 482 Swan Street Richmond - Acoustic referral response (SLR consulting)

19 May 2020

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Yarra City Council
PO Box 168
RICHMOND 3121

Attention: Michelle King

Dear Michelle

462-482 Swan Street, Richmond
Development Application Acoustic Review
PLN 20/0006

SLR Consulting Pty Ltd (SLR) has been retained by the City of Yarra to provide a review of the acoustic assessment report prepared to support the application for a commercial development at 462-482 Swan Street, Richmond.

Details of the report are as follows:

- Title: 480 Swan Street Richmond, Town Planning Phase – Acoustic Report
- Reference: A-TR-0001
- Date: 17 April 2020
- Prepared for: Charter Hall
- Prepared by: Floth Pty Ltd

The report has been prepared to support the planning application for the project and addresses noise impacts to and from the development.

1 Background Information

(Sections 1 and 2 of the acoustic report)

The project is a commercial development plus basement carparking. The acoustically significant aspects of the proposal identified in the report are summarised below:

- The proposal includes:
  - Ground floor retail
  - Terraces on levels 1 and 2
  - Offices on levels 1 to 11
- Noise impacts to the subject development are identified as rail, including train horn noise (rail corridor on the southern boundary of the site) and road traffic (Burnley Street to the west and Swan Street to the north). Burnley station is located directly south of the development site.

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- The nearest noise sensitive receivers are noted to be opposite the site (the apartment development at 429-437 Swan Street). Sensitive receivers are also noted to be at 12-18 Madden Grove, approximately 65 m south of the development site. These receiver locations are single story dwellings.
- Potential noise impacts from the proposal are identified as noise from roof mounted mechanical plant and equipment, loading bay, carpark and rubbish collection noise and emissions from the retail premises.

***SLR Comments**: The acoustically significant aspects of the proposal, noise impacts to and from the development, and the nearest noise sensitive receivers have been identified.*

2 Noise to the subject development

2.1 Rail noise

2.1.1 Design criteria

(Section 4.2 of the report)

Rail noise is proposed to be assessed to internal targets of 60 dBA L_{max} in offices and 70 dBA L_{max} in retail areas. Details of the derivation of the targets are provided in the report, and the target is noted to represent a compromise between the highest and lowest design levels generally used for commercial spaces.

***SLR Comments**: Firstly, we note that there are no mandatory criteria or formal guidelines for rail noise ingress to commercial properties in the City of Yarra, so some flexibility is appropriate when considering the targets proposed by acoustically consultants.*

The design targets used by Floth are from our perspective reasonable, and represent an appropriate compromise for commercial spaces. Consideration is often also given to the average rail noise levels at commercial developments (e.g. the $L_{Aeq,1hr}$). This approach would be consistent with the current guidelines for rail noise to residences (e.g. the BADS targets as implemented in Clauses 55 and 58 of the planning scheme) and AS/NZS2107. Average noise targets can be more onerous on rail corridors affected by noise from a number of rail lines.

2.1.2 Quantification of rail noise impacts

(Section 2.1, 3.1 and 5.2 of the report)

There are noted to be approximately 160 passenger trains that stop at Burnley Station per day and an average of 11 trains per hour during business hours.

Measurements of rail noise were conducted at the southern boundary of the subject site from 19 to 26 September 2019. The façade corrected levels are presented in Table 6 of the report. The levels used in the rail noise assessment are reported in Table 14, and include:

- L_{max} = 90 dBA (average of 20 loudest passby events)
- $L_{eq,15hr}$ = 65 dBA
- $L_{eq,1hr}$ = 71 dBA (calculated from the 20 loudest passby events)

SLR Comments: *The measurement location and calculation methodologies are appropriate. The data is clearly documented. From the information provided it is evident that, if the L_{max} targets nominated in the acoustic report are met, appropriate average noise levels should also be achieved in commercial spaces.*

2.1.3 Assessment and advice for rail noise control

(Section 6 and Appendix A of the acoustic report)

A set of marked up plans are provided showing the recommended glazing configurations and their required acoustic ratings. Specifications are also provided for façade walls and the roof.

Glazing to offices exposed to rail noise is required to be not less than 6 mm glass, 12 mm air cavity, 13.5 mm laminated glass and to have an Rw rating of 43 dB.

SLR Comments: *We cannot carry out a full independent assessment of rail noise without the acoustic spectra used by Floth in their calculations. However, our indicative calculations based on a derived rail noise spectrum, indicate that the specified treatments will enable the nominated noise targets to be met.*

2.2 Rail Vibration

2.2.1 Design Criteria

(Section 4.3 of the acoustic report)

Vibration is proposed to be assessed to the targets provided in the British Standard BS 6472 Part 1, 2008. The criteria for offices are double the criteria for dwellings, and are equal to a vibration dose vale (VDV) of 0.4 to 0.8 $m.s^{-1.75}$.

SLR Comments: *The nominated criteria are appropriate.*

2.2.2 Quantification of impacts and assessment

(Section 7 of the acoustic report)

Floth have used the vibration measurements conducted by Acoustic Logic for a previous application for the site. The measurement results are reproduced in Table 15 of the report. The VDV results are in the range 0.11 to 0.56 $m.s^{-1.75}$. The presented levels are below the recommended maximum VDV of 0.8 $m.s^{-1.75}$ for offices.

Floth recommend remeasuring vibration once excavation of the site is complete, because excavation may alter the ground conditions and vibration levels.

SLR Comments: *The proposed approach is appropriate. We recommend that vibration is re-measured following excavation of the site, and that the VDV is measured directly, or that full details of the measurement results and conversion calculation to obtain the VDV is provided at that time (SLR requested this information in relation to the original Acoustic Logic assessment, however it was not provided). The VDV should be measured and/or calculated in accordance with the 2008 British Standard referenced by Floth (the 2015 Acoustic Logic assessment used the 1992 Standard, which referenced different weighting curves).*

2.3 Road Traffic Noise

2.3.1 Design Criteria

(Section 4.1 of the acoustic report)

Road traffic and tram noise is proposed to be assessed to the design sound levels provided in AS/NZS2107:2016. The ranges are provided in Table 8 of the report, and are equal to 40 to 45 dBA for general office spaces. The targets are proposed to be met taking into consideration the combine contributions of road traffic and mechanical plant noise.

SLR Comments: *The nominated criteria are appropriate.*

2.3.2 Quantification of impacts

(Sections 3.1 and 5.1 of the acoustic report)

Measurements of road traffic noise were conducted at the Swan Street boundary of the adjacent site, (immediately to the east pf 462-482 Swan Street), under free field conditions from 19 to 26 September 2019. The levels are presented in Table 5 of the report. The levels used in the traffic noise assessment are reported in Table 13, and include the following:

- $L_{eq,15hr}$ = 64 dBA
- $L_{10,1hr}$ = 72 dBA (loudest hour between 8:30 am and 3:30 pm)

SLR Comments: *The measurement location is reasonable for quantifying road traffic impacts to the site. The means by which the long term averages have been derived is not provided in the report and thee logging data has not been included. This information should ideally be provided for transparency.*

2.3.3 Assessment and advice for noise control

(Section 6 and Appendix A of the acoustic report)

The office levels most exposed to road traffic noise are proposed to be glazed with double glazed units comprising 6 mm float glass, 12 mm air cavity and 10 mm float glass, with an R_w rating of 35 dB.

SLR Comments: *We cannot carry out a full independent assessment of road noise ingress without the acoustic spectra used by Floth in their calculations. However, our indicative calculations based on an expected spectrum for Swan Street, indicates that the specified treatments should enable the nominated noise targets to be met.*

3 Noise from the subject site

3.1 SEPP N-1 assessable noise

(Section 4 of the report)

Mechanical plant noise is proposed to be assessed to SEPP N-1.

SLR Comments: *Agreed. However we note that noise from any deliveries and rubbish collection on private property is also assessable to SEPP N-1.*

3.1.1 SEPP N-1 Noise Limits

(Section 4.4 of the report)

Noise from mechanical plant is proposed to be assessed to SEPP N-1. SEPP N-1 limits have been calculated from the background noise data obtained at location 2 (overlooking the rail corridor) and from land use zoning. The identified limits are equal to the zoning levels and are 55 dBA (day), 49 dBA (evening) and 44 dBA (night).

***SLR Comments**: The use of the background noise data obtained at Location 2 is appropriate for setting noise limits at receivers in Madden Grove, and is also conservative (higher background noise levels and noise limits are likely to apply at apartments on the northern side of Swan Street).*

The receiver location for which the zoning levels have been calculated are not shown in the acoustic report. We have calculated zoning levels for 14 Madden Grove and they are slightly higher than Floth's.

Based on the above, Floth's noise limits are appropriately conservative.

3.2 Building services noise

(Section 8 of the report)

The design of building services to meet SEPP N-1 noise limits is proposed to be undertaken during the detailed design phase of the project, with input from the acoustic engineers.

***SLR Comments:** The proposed approach to mechanical plant noise is reasonable for the planning stage of the project. The risk of non-compliance is also reasonably low for this project, due to the distances of the nearest noise sensitive receivers from the subject development.*

3.3 Retail tenancy noise emissions

(Sections 4 and 9 of the report)

Music and patron noise from the retail tenancies proposed for the development is proposed to be assessed to SEPP N-2. Noise limits are not provided in the report, and Floth note that an assessment of noise from any retail premises may be required by Council.

***SLR Comments**: Music noise is assessable to SEPP N -2. While the policy does not strictly apply to patron noise, it can also be used to assess impacts. Yarra City Council also accepts assessments of patron noise to SEPP N-1 and the background based targets (background + 10 dB for the day and evening periods, and background + 5 dB at night). Where background based targets are used, the lowest representative background level for the proposed period of operation should be used to calculate noise limits (not long term averages).*

The requirement for the future occupants to provide a patron noise assessment is acceptable for this application, given that it is a reasonably low risk site. Negative impacts are unlikely to occur from standard daytime operations.

Attachment 29 - PLN20/0006 - 462 - 482 Swan Street Richmond - Acoustic referral response (SLR consulting)

4 Summary

A review of the acoustic report prepared for the commercial development proposed for 462-482 Swan Street is provided above. The report adequately addresses noise impacts to and from the subject development during the planning stage.

Floth propose that a reassessment of vibration impacts to the subject development be carried out once the site has been excavated. We agree that such an assessment should be conducted, and recommend that the VDV is measured directly, or that full details of the measurement results and conversion calculations used to obtain the VDV is provided at that time.

Regards,



Dianne Williams
Associate – Acoustics

Checked/Authorised by: JA

Attachment 30 - PLN20/0006 - 462 - 482 Swan Street Richmond - Wind referral response (Vipac)

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City of Yarra

333 Bridge Road

Richmond, Australia

7/05/2020

Ref: 30N-20-0092-GCO-6777848-0

Attention: Michelle King

Dear Michelle,

462-482 Swan Street, Richmond - Peer Review

This peer review of the MEL Consultants Environmental Wind Speed Measurements report (Report No 36-20-WT-ENV-03) is based on Vipac's experience as a wind-engineering consultancy.

Vipac have reviewed the wind tunnel test report and updated plans provided (see the list of files in the attachment). Our comments are as follows:

- The MEL Consultants Environmental Wind Speed Measurements report has been prepared based on a 1:400 scaled model wind tunnel test. The report includes the following main Sections: Introduction, Environmental Wind Criteria, Model and Experimental Techniques, Discussion of Results and Conclusions. Detailed test data were presented in the Figure section.

- We have no issue with the criteria for wind environmental conditions developed in 1978 by W. H. Melbourne, which was adapted in this report.

- In the Model and Experimental Techniques section, a minimum 500 m radius proximity model was used and is substantially sufficient. The Category 3 exposure was used in the assessment, which was also appropriate. Hot wire anemometers were used to measure the local wind speeds at various locations for the ground level and some selected open terraces.

- In the Discussion of Results section, the report clearly addressed the wind speed measurement results street by street around the development and selected open terraces.

- The test results indicated that most test locations fulfil the recommended wind criteria for the proposed configuration. The test identified problematic test locations of 4, 5, 6, 8, 9, 10, 11, 17, 24 and 26, where the walking criterion was exceeded. However, these locations will fulfil the recommended walking criterion or similar to existing conditions with the wind amelioration strategies developed during the test as cited as follows:

- Modification of the built form of the northwest and southwest corners of the proposed 480 Swan Street development;
- Canopy along Burnley Street near northwest corner at Level 1.

- The report stated that the above wind control measures are included in Figures 6a to 6f and have also been incorporated into the Architectus drawings dated 16 April, 2020 (Rev C).

- The test also showed that some critical locations at the selected terraces (Locations L6 at Level 2 and M3 at Level 3) exceeded the walking criterion for some prevailing direction winds. The report suggested that 1.5 m high balustrade could improve the wind conditions to within the walking criterion.

- The design was updated in April 2020 (see attached files received on 30/04/2020). Vipac have reviewed the updated drawings and can confirm that the recommended wind control measures for the ground level wind conditions have been incorporated in the design.

- Vipac note that there is an alfresco dining area proposed at the south side of the development close to southwest corner (see Figure 1 in the attachment). MEL Consultants test report has not assessed any outdoor seating areas. Test showed that the wind conditions at the close by location (Location 5) were within walking criterion for the updated design but well over the sitting comfort criterion. Vipac recommends that **MEL Consultants should provide additional assessment for this area**.

In conclusion, the MEL Consultants Environmental Wind Assessment used the proper model, experimental and analysis methodology to assess the wind effects on the pedestrian level spaces around the proposed development, as well as various open terraces in detail. The locations of high wind conditions have been identified and were rectified with wind control strategies. The conclusions are substantially valid.

Vipac note that there is an outdoor seated area proposed at the south side close to southwest corner (see Figure 1 in the attachment) which was not assessed. Vipac recommends that **MEL Consultants should provide additional assessment for this area**.

Yours sincerely,

Vipac Engineers & Scientists Ltd

Zhuyun Xu
Senior Wind Engineer

Sophie Lamande
Wind Group Leader

Attachment 30 - PLN20/0006 - 462 - 482 Swan Street Richmond - Wind referral response (Vipac)

Attachments:

File list received

Name	**date received**
Plan Part 1	30/04/2020
Plan Part 2	30/04/2020
Plan Part 3	30/04/2020
Plan Part 4	30/04/2020
Plan Part 5	30/04/2020
Wind Impact Assessment	30/04/2020

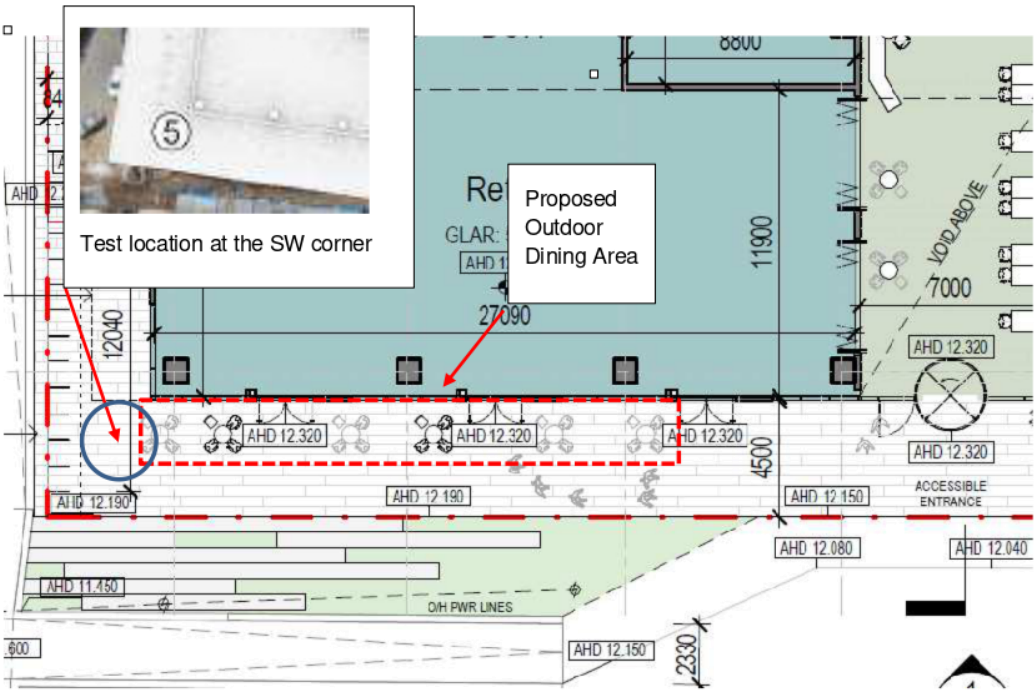


Figure 1 South west corner of the ground floor plan (dated 16/04/2020)