Ordinary Meeting of Council Agenda

to be held on Tuesday 18 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.

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Order of business

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

1. Acknowledgment of Country

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

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

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

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

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

2. Attendance, apologies and requests for leave of absence

Anticipated attendees:

Councillors

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

Council officers

- Vijaya Vaidyanath (Chief Executive Officer)
- 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 Collingwood Town Hall Precinct Development

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 about commercial land values and development yields provided on a commercial in confidence basis.

4.2 Contract C1530 – Contract for Legal Services

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 submitted on a commercial in confidence basis by private businesses as part of a competitive procurement 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 Ordinary Council Meeting held on Tuesday 4 August 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	Trenerry Crescent – Consultation Results	7	25	Bruce Phillips – Director Planning and Place Making
11.2	Yarra Homelessness Strategy	263	267	Malcolm McCall – Manager Social Strategy and Community Development
11.3	Yarra Black Lives Matters Movement - Public Art Civic Signage Opportunities	326	331	Andrea Travers – Manager Organisational Culture, Capability and Diversity
11.4	Supplementary Report for PLN19/0570 - 81-89 Rupert Street Collingwood	347	350	Mary Osman – Manager Statutory Planning John Theodosakis – Principal Planner
11.5	Planning Scheme Amendment C377melb – Ikon Park Redevelopment	483	491	Fiona van der Hoven – Assistant Manager City Strategy
11.6	Governance Rules	527	530	Rhys Thomas - Senior Governance Advisor
11.7	Instruments of Delegation	571	575	Rhys Thomas, Senior Governance Advisor
11.8	Transparency and Good Governance Policies	659	663	Rhys Thomas, Senior Governance Advisor

12. Notices of motion

Item		Page	Rec. Page	Report Presenter
12.1	Notice of Motion No.9 of 2020 - Push Notification System for Yarra	693	694	Bridgid O'Brien – Councillor
12.2	Notice of Motion No.10 of 2020 - Keep the Rate	695	696	James Searle – Councillor
12.3	Notice of Motion No.11 of 2020 - Richmond Estate Car Park Safety	697	697	James Searle – Councillor

13. Urgent business

Nil

11.1 Trenerry Crescent – Consultation Results

Executive Summary

Purpose

For Council to consider a report which provides a summary of the community submissions received in relation to the community consultation phase of possible trial road closures (3 months) regarding Trenerry Crescent under the Eastern Freeway.

This report is to enable the Council to make a determination on the 3 options presented to the community.

Key Issues

The report provides an outline of the request by Council for officer proposals for possible improvements to pedestrian and cycling areas across the municipality, in response to some changed 'access and movement' needs of the broad community due to the COVID situation both currently and in the near future.

One of the options presented to Council for consideration on 23 June related to Trenerry Crescent and a possible 3 month trial closure (in full or part) in order to create further space for cyclists and pedestrians under the freeway bridge.

The report outlines the Council resolutions in May and June this year requiring the officer report and provides the community responses to the possible 3 month trial closure options of Trenerry Crescent following the consultation period.

An Information Sheet to the local communities of Clifton Hill and most of Abbottsford was distributed to 4,700 premises inviting people to access the Council survey on *Your Say Yarra* website. Information signs were also installed at various locations along Trenerry Crescent near Dight's Falls and at the junctions of the Main Yarra Trail.

A very large number of community members accessed the Council survey (some 2,805) and also submitted many hundreds of on line and email contributions. The full submissions are provided in the attachments to the report, as well as a summary of what are considered the key themes of the submissions made by the community.

The vast majority of persons who completed the survey, or wrote to Council, do not wish to have Trenerry Crescent closed in any way. Some persons do express support for the closure trials and an evaluation, and some others seek traffic management measures to improve community safety and amenity.

Officers now provide a report (post the consultation phase) to enable Council to make a decision regarding the 3 options presented to the community.

Financial Implications

There would be some expenses for temporary arrangements of any road closures (3 month period) if they were to occur. The cost of delivering a full closure is estimated to be $18,000. A partial closure would be slightly more costly (in the range of $ 35 K to $ 40 K). This higher cost reflects the additional traffic management infrastructure that would be required to deliver a partial road closure (further materials required whilst north bound traffic could still use the road).

PROPOSAL

That Council now determine the appropriate course after considering the report and submissions.

11.1 Trenerry Crescent – Consultation Results

Reference: D20/131064
Authoriser: Director Planning and Place Making

Purpose

1. On 23 June 2020, Council resolved to undertake public consultation on a proposal to fully, or partially, close Trenerry Crescent (to vehicle movements) on a *3 month trial basis* to improve cycling and pedestrian movement under the freeway.
2. This report provides a summary of the background to these possible trial options, and the submissions received through the public consultation for consideration by Council.

Background

Relevant Council resolutions

3. There are three relevant Council resolutions as context to this matter – these can be found at **Attachment One**.
4. Of particular relevance to this report is the following Council minutes:
   (a) On 5 May 2020 Council resolved as follows:

   That officers bring a report to the June cycle of Council meetings outlining:

   (a) identified locations in Yarra's public spaces where physical distancing will be hard to achieve once current restrictions are lifted;

   (b) measures which can be taken to increase the opportunities for physical distancing at these locations;

   (c) other opportunities to simultaneously achieve Council objectives such as improving pedestrian facilities, improving bike lanes, increased street greening, increased opportunities for connectivity, increased opportunities for passive recreation whilst maintaining physical distancing; and

   (d) a selection of such projects which could be implemented quickly and cost effectively by Council and a further selection of such projects proposed for any future state or federal funding opportunities as part of an economic stimulus programme.

   (b) On 2 June 2020 Council then resolved, in part, to request officers to:

   "… advocate for permissions and approvals by DoT for certain interim treatments on the strategic bike network in Yarra, for COVID-19 Emergency reasons, to protect the rapidly escalating numbers of new and young bike riders, …"

   (c) On 23 June 2020 Council, amongst other subject matters in the report, resolved to consult the community on the possible *trial* options of a closure of Trenerry Crescent under the freeway. In this regard, the Council resolution, in part, says:

   (iv) the removal of the closure at Trenerry Crescent at this point in time until such time as consultation with the local community occurs and a report back to Council outlining submissions received;

   See **Attachment One** for the full text of the three Council resolutions.

Context

5. These Council resolutions set the framework for the officer report to 23 June Council meeting.

6. These resolutions specifically relate to the changes that are currently occurring, and necessary, regarding community movement through the municipality due to the COVID restrictions and also anticipating that people will need to commute and travel to destinations differently than before for some time.

7. The resolutions in part, reflect that the Government restrictions, and the anxiety of the community in safe travels, is likely to continue for some time.

8. In a transport and access context, the COVID restrictions present the following key challenges to Yarra including:

   (a) how to accommodate the physical distancing requirements for people walking in Yarra given the limited space (in certain locations) and the competing demands for road space in Yarra's historic streets;

   (b) how to accommodate the movement of persons who would normally use public transport for commuting or access to facilities but disinclined to do so due to physical distancing and community health concerns. That is, there is currently a redistribution of people on transport modes;

   (c) how to plan for post COVID-19 transport and road safety challenges, or opportunities, depending on whether more people opt to walk, cycle or drive to destinations. That is, will fewer people opt to use public transport for commuting to work or other reasons due to anxiety about crowded spaces; and

   (d) how to deliver any required (or adjusted) infrastructure in a short timeframe that meets any change in travel demand within the resources available to Council at this time.

9. In this regard, the Council resolutions also provide a context for the following matters:

   (a) there is a need to respond to the transport, movement and access needs of the community through the provision of a range of safe transport options;

   (b) there is an opportunity to re-examine how people view and use public spaces, especially road space, given the reduced levels of traffic currently using roads in Yarra; and

   (c) there is also an opportunity to respond to the current emergency situation by fast tracking projects particularly through the use of temporary infrastructure and a mindset of acting now and adapting over time.

10. Following these Council directives, officers then developed 8 possible demonstration trials across Yarra for the consideration of the Council where some safer cycling and further pedestrian space could be allocated.

11. The timeframes specified by Council for identifying the demonstration trials were extremely tight with the COVID situation placing a number of other practical challenges in terms of staff working remotely, and restrictions on gatherings of people amongst others.

The basis of the officer report on 23 June

12. The 8 possible **trials** (including the Trenerry Crescent matter) put forward by officers are outlined in the officer report to 23 June, Council meeting.

13. They were put forward on the basis to seek to:

   (a) address localised issues regarding physical distancing of persons (pedestrians and cyclists);

   (b) make a significant contribution to longer journeys by non-car modes by addressing missing links in the bicycle and walking networks;

(c) present an approach whereby the trial identifies outcomes, and impacts that can be measured, and worked through with the community; this approach notes that a trial, using temporary infrastructure, can be easily modified and/or removed after a certain timeframe if it is not meeting its intended goals as identified and community feedback;

(d) present a delivery approach that can deliver infrastructure within required timeframes (in this case quite quickly) – noting that traditional methods of delivery (i.e. detailed traffic studies and extensive public consultation), result in significant cost and lengthy timescales (often years), and often still results in the need to make difficult or unpopular decisions (such as restricting traffic or removing parking) at the end of the process;

Note: pilot and trial approaches are becoming reasonably common place in many major international cities to test propositions and also to determine if the trial provides the outcomes sought. That is, a trial can be easily adjusted and modified, or removed.

(e) present infrastructure options that are deliverable in a short period of time, and within current Council resources (which could provide equally effective alternatives to costly permanent measures);

(f) present infrastructure options to *reallocate* road space that reflect the current lower levels of traffic using Yarra's local streets and main roads in COVID times and to then enable evaluation;

(g) draw on the approach being adopted by some other international cities for the reuse of road space to create better and more inclusive transport networks based on the principles of:

(i) responding to community health requirements such as physical distancing;

(ii) providing safe travel options for persons who don't own a car and rely on cycling in a COVID restricted time;

(iii) acting now and adapting over time as need be, and

(iv) helping the local economy.

These advocate a mindset of *giving things a go*, and it if doesn't work out, learn and move on from any actual or perceived setback.

(NB. these are advocated in national and international COVID-19 street planning guidelines (Tactical Urbanism Response to COVID-19, AustRoads, July 2020 and Streets for Pandemic Recovery, National Association of City Transportation Officials, May 2020); and

(h) present infrastructure options that strongly align with Council strategies and policies particularly in the area of transport, road safety and community wellbeing.

14. It is recognised that any changes to road space does create consequential impacts / changes. The roadways (kerb to kerb) are limited in width and footpaths are also defined by the kerb and property boundaries. Any changes to the allocation of the road space often removes other aspects of road usage (such as carparking or a vehicle carriageway, or limits other opportunities in the road way).

15. The 2 possible closure options presented regarding Trenerry Crescent also fall into this situation – a full road closure would stop vehicle travel during the duration of the trial and a partial closure would be reallocating that space for a different form of movement (such as cycling or walking).

16. It was made clear in the officer report on 23 June that any trials requiring road closure (even if temporary), would require Department of Transport (DoT) approval, and possibly Ministerial approval.

17. Council officers worked closely with counterparts at Department of Transport (DoT) in the lead up to the 23 June 2020 Council meeting to discuss the type of projects that were being considered and the level of additional work that may be required to obtain approvals (subject to Council endorsement of the trials).

18. The suggested approach put forward by officers on 23 June, was to engage and work with the community *during operational trials*, - which is consistent with a trial based engagement methodology (being used in many leading cities around the world).

19. This approach is also consistent with directions in Council's recently adopted *Climate Emergency Plan* which highlights some new approaches to delivering transport projects, such as *pilots and trials,* to enable more innovative and time and cost-effective ways of implementing projects.

Council resolution on 23 June

20. In summary, Council at that 23 June meeting, resolved to proceed with modifications to some road spaces, in various parts of the municipality, to improve the cycling options for community members in this COVID environment.

21. That is, to provide safer cycling as an alternative to say public transport for commuting or movement through Yarra, as well as creating improved spaces for physical distancing for walking.

22. These modifications related to the following items, seeking to provide some safer cycling spaces from the north eastern part of the municipality towards the city:

    (a) install a trial to reallocate road space at the intersection of Johnston Street and Wellington Street, Abbotsford, to provide more space for pedestrian and cyclists;

    (b) install a centre median on Nicholson Street to prevent vehicle movements crossing Nicholson Street between Mollison Street and Langridge Street, Abbotsford, to provide safer pedestrian and cycling movements;

    (c) install a contraflow bicycle lane on Park Street, North Fitzroy (east of Nicholson Street), to provide additional cycling capacity to the nearby busy Capital City Trail;

    (d) install a bike lane on Park Street, North Carlton (west of Nicholson Street), to also provide additional cycling capacity next to the Capital City Trail;

    (e) continue to install the trial separated bicycles lanes on Elizabeth Street, Richmond as previously determined in December 2019; and

    (f) install a trial to replace the left turn traffic lanes at the intersections of Gipps Street and Hoddle Street, Abbotsford, with cycle only lanes.

23. Further, Council also resolved to not proceed with some officer suggestions of suggested trials to close Wellington Street (between Alexandra Parade and Johnston Street) and Coppin Street at the intersection with Bridge Road on a trial basis, and replace that with the trialing of replacing left turn traffic lanes with cycle only lanes at the intersections.

24. **Council also resolved at that meeting to undertake community consultation on a proposal to possibly close Trenerry Crescent, on a 3 month trial basis.**

    (Note: bold added for emphasis for the subject matter of this report).

25. Collectively, the above possible changes have some regional linkage advantages for the safety of cyclists from the area north of the Freeway underpass toward the central city.

26. It is further noted that had Council approved the proposed 3 month trial closures of Trenerry Crescent, Wellington Street and Coppin Street at the meeting of the 23 June 2020, the next steps would have been:

    (a) to seek formal approval from DoT and the relevant Minister for road closure (and prepare any additional work required to obtain approval, or abandon the proposal if approval was not forthcoming);

    (b) then undertake the trial (using temporary infrastructure), and work concurrently with the community to obtain feedback and assess the trial as set out in the 23 June 2020 Council report, and

(c) monitor the trial outcomes to inform whether the trial was meeting the intent, needing any adjustments, or remove the trial.

27. In relation to Trenerry Crescent, following the Council resolution, the community consultation phase was then set up - information about the possible trial (3 options) was placed on the Council website and notifications to the local community then prepared - see Council website link https://yoursayyarra.com.au/makingspace

Why the options presented regarding Trenerry Crescent ?

28. As part of responding to the Council directive for an officers report, an assessment undertaken by officers had identified Trenerry Crescent under the Eastern Freeway as a recommended location for possible modification as a trial – this basis of this was as follows:

(a) cycle facilities on Trenerry Crescent under the freeway are tight with minimal passing distance between vehicles and cyclists (very narrow in places);

(b) it has been regularly reported to Council that this situation is a deterrent for some cyclists to use this route. It is acknowledged that some cyclists consider the existing arrangement to be satisfactory – however, officers consider that it is the less able cyclists that need to be catered for to improve safety and encourage a growth in cycling for both local and longer journeys;

(c) the footpath on Trenerry Crescent has an effective width of under 1.4 metres, meaning that it is not possible for pedestrians to physically distance on this key connecting footpath (noting that this may also be an issue for persons with a wheelchair or pram);

(d) It is also noted that it has the rear of the metal crash barriers facing the footpath area which present as a hazard for cyclists that do use the footpath;

(e) Trenerry Crescent forms part of an overall strategic bicycle link (a ‘desire line’) between Heidelberg Road and Richmond / CBD. The section of Trenerry Crescent under the freeway is considered by officers, and some community members, to be a missing link as it is below standard in terms of perceived safety and amenity to act as a functional strategic cycling corridor suitable for all types of cyclists - this is likely to result in suppressed cycling demand in this area than if it were much safer);

(f) the overpass footbridge over the Eastern Freeway is steep and is not DDA compliant. While the footbridge is used by some pedestrians and cyclists, officers, and some members of the community, consider it to be a poor and inadequate option as a shared pedestrian and cyclist facility;

(g) the footpaths on both sides of the creek under the Eastern Freeway form part of the Capital City and Merri Creek Trails. These are popular and well used trails every day of the week; and

(h) the Capital City Trail shared footpath / cycle path on the east side of the creek is also narrow.

Note: Information on the website https://yoursayyarra.com.au/makingspace/trenerry

Why a possible road closure as a trial ?

29. Over many years there has been some concerns in the community regarding the traffic volumes through the neighbourhoods via Trenerry Crescent. Officers have also explored options to provide safer non-car options both within and between Clifton Hill and Abbotsford.

30. The previous work has included a detailed Local Area Traffic Management (LATM) Study undertaken in Clifton Hill and Abbottsford (to the north of Johnston Street) in 2012/13, and a more recent Local Area Place Making (LAPM) Study in Abbotsford (to the south of Johnston Street) in 2018/19.

31. Officers have also explored traffic calming as a deterrent to high vehicle use on the local streets; (traffic calming has been shown to slow vehicles but not the extent that it deters vehicles passing through the neighbourhood), and regulatory turn bans are also ineffective as they require ongoing police enforcement.

The limited space available for active transport under the Freeway

32. As said, the footpath is quite narrow alongside the crash barrier on the eastern side of Trenerry Crescent.

33. Cyclists often use the footpath to navigate the area under the Freeway due to the lack of separation on the road from cars.

34. This creates a difficulty, at times, for both pedestrians and cyclists in their safe movement in this space.

35. It is not possible to readably widen the footpath as it forms part of the bridge structure and the road reserve (that is, the carriageway and footpaths).

36. In this regard, the space is too narrow to accommodate wider areas for pedestrians and cyclists without the loss of a traffic lane.

37. One option that has been identified by officers is therefore to consider how the current road space could be reallocated – and a trial is one way of testing that approach with minimal resources required. In this way, a temporary arrangement can be trialled and 'adapted and adjusted' as need be to see what might work, or what is the better approach in how to solve the issue.

Rationale for the south bound lane closure in the partial trial option

38. The rationale for the closure of the south bound carriageway side of the road is so that it could be used for safer cycling between the connections to the bike trails at the Merri Creek entrance and the Dight Falls entrance (those entrances being on the eastern side of Trenerry Crescent abutting the south bound lane).

39. The diagram below illustrates this.



Figure 1

High level concept plan of a partial closure option of Trenerry Crescent between entrance to Dights Falls and Gray Street (Image sourced from Nearmap - City of Yarra licence).

40. A road closure using temporary road infrastructure could be delivered in a quick timeframe through the use of paint, bollards and plastic separators for instance, and modified, or removed easily if the trial identified any safety issues, or did not deliver on the intended outcomes.

41. Further, the development of a possible road closure proposal also identified that the road closure could potentially also address other localised safety issues reported by the local community. These include:

    (a) the high number of conflicting vehicle turning movements at the intersection of Trenerry / Gray / Noone Streets – this is a reported issue for pedestrian and vehicle safety. This would be resolved through a road closure through the removal of one arm of the intersection (i.e. Trenerry Crescent);

    (b) the high number of conflicting vehicle movements at Gray Street / Roseneath Street and Trenerry Crescent / Johnston Street. The number of conflicting vehicle movements would also be reduced with a road closure in place;

(c) the tight bend on Trenerry Crescent where there is limited space to cater for all users including cars, pedestrians and cyclists, and

(d) the narrowness of the footpath.

42. It is noted that these issues would be attended through the full closure approach of Trenerry Crescent – with the redistribution of the space for cyclists and pedestrians in a temporary arrangement.

43. A partial closure addresses some, but not all of those issues, as the intention of any partial closure would be to provide some additional space for pedestrian and cyclists between the trails.

44. In summary, a partial closure, with the south bound lane closed to vehicles, would enable:

(a) the eastern side of the roadway to be used for cyclists to cycle in both directions on that part of the road pavement, and hence, leave the footpath for pedestrians only, and / or

(b) provide further space for pedestrians (depending on the temporary designs).

Note: The actual configuration, via a trial, could be tested in some different ways to determine what works best for the objective of making cycling safer and also the physical distancing of pedestrians – this is the benefit of an *adapt and adjust* aspect of a trial.

Impacts of any road closure trial

45. It was acknowledged in the officer report to Council on 23 June 2020 that:

(a) a 3 month trial closure would create some impact on community members as it would result in longer trips by cars particularly for short journeys, and that some members of the community may be less comfortable (or not wanting to) drive on main roads (with a longer journey time);

(b) that these impacts would result in expressed concerns by some community members; and

(c) there would also likely to be local opposition from some members of the community to the trial. NB: it is noted that this normally does occur for many types of traffic and transport initiatives that require changes to pre-existing conditions, not just road closures.

46. In the report, officers acknowledged the impacts on the local community, but considered the *3 month trial* worthy of consideration by Council (in the context of the Council resolutions) on the basis that:

(a) the trial would directly respond to the broad community health concerns (i.e. enabling increased physical distancing) and provide improved walking area for the less mobile members of the community and safer cycling access;

(b) the partial trial option would not prevent car use – that is, people would still be able to drive in a northerly direction; noting that it would, however, require people to plan their journeys differently when travelling to the south from Clifton Hill;

(c) the trial options do not result in a loss of parking (which is often a key obstacle to improving pedestrian and cycling facilities);

(d) it was also acknowledged that vehicle use during COVID-19 is between 35-60% lower on local streets, and 50% lower on Johnston Street, in comparison to pre COVID-19 traffic conditions; and

(e) no one knows the full extent, or benefits, or issues, of a trial outcome unless it is undertaken. If it works well then that would be a useful outcome – if it doesn't work, then the pre-trial conditions can easily be reinstalled.

External Consultation

47. Following the Council resolution on Tuesday 23 June 2020, community engagement on a possible trial closure of Trenerry Crescent in Clifton Hill was undertaken between Friday 17 July and Sunday 2 August 2020.

48. The engagement included an online survey (hosted on the *Your Say Yarra* website) that aimed to gauge community sentiment on the 3 options.

49. It is noted that in order to deliver a quick response to Council's resolution from the 23 June meeting, the consultation period was simplified to run for two weeks, compared to Yarra's usual timeframes of at least four weeks. This also ensured that reporting deadlines could be met for the final Council Meetings before Yarra Council enters the required caretaker period for the 2020 elections.

Circulation of Information Sheet

50. To inform the community of the opportunity to participate in this consultation, an *Information Sheet* was delivered to 4,700 residents and businesses in the areas surrounding Trenerry Crescent on Friday 17 July 2020 inviting people to access the Council website and to participate in the survey.

51. The flyer was distributed to all properties in the area bound by Hoddle Street, Heidelberg Road, Yarra Bend Park and Mollison and Langridge Streets.

52. Information signs were also installed at various locations along Trenerry Crescent, near Dights Falls and at junctions of the Main Yarra Trail to encourage participation in the consultation.

53. The engagement was also promoted via direct emails to key stakeholders (including relevant community groups, nearby schools and businesses), social media (Facebook, Twitter and Instagram) and the Yarra Life e-newsletter.

Your Say Yarra Survey

54. Survey participants were asked to consider the following options in order of preference:

    (a) Option A – No closure of Trenerry Crescent;

    *(b) Option B – **Three-month trial** of a full road closure (both northbound and southbound) of Trenerry Crescent, between the entrance to Dights Falls and Gray Street; and*

    *(c) Option C – **Three-month trial** of a half-road closure of Trenerry Crescent, between the entrance to Dights Falls and Grey Street. Only the southbound lane would be closed to vehicle traffic (see Figure 2 below for a high level concept plan of this trial).*

55. Survey participants were also invited to provide additional comments on the *Your Say Yarra* website to elaborate on their responses. Many were received – see below.

56. Survey participants were required to provide their postcode so that officers could assess the survey results by location. It is noted that the *Your Say Yarra* survey was open to everyone, as both locals and other people use the street on a regular basis.

57. The survey was intended as a quick and easy preliminary check of community sentiment. The drag and drop preference ranking tool was chosen as a simple and accessible method to gauge the general level of support or otherwise for this project.

58. In the case of this survey, the stated first preferences (and accompanying comments) provided a clear picture of the community's opinion on the three options (see below).

Survey Results

59. The engagement attracted a significant amount of interest, with 2,805 responses received to the online survey.

60. Between Friday 17 July and Sunday 2 August 2020, the Trenerry Crescent *Your Say Yarra* page received 6,854 visits, with 5,271 unique visitors.

61. While responses were received from residents from across Yarra, the majority – 76.7% (2,151 respondents) – came from both Abbotsford (postcode 3067) and Clifton Hill (postcode 3068). This demonstrates a high level of local interest in the proposal.

62. 350 responses came from other postcodes in Yarra, and 304 responses from outside of Yarra.

63. The full results of the online survey are presented in Table 1. The results indicate the number and percentage of the first preference responses of survey participants (i.e. Option A, B, C).

Table 1: Your Say Yarra Results (full dataset) – 1st preference

		Option A Keep Open		Option B Full Closure		Option C Partial Closure	
	No.	No.	%	No.	%	No.	%
Total	2805	1865	66.5%	702	25.0%	238	8.5%
Clifton Hill and Abbotsford Postcodes	2151	1557	72.4%	428	19.9%	166	7.7%
Other Yarra Postcodes	350	166	47.4%	151	43.2%	33	9.4%
Outside Yarra Postcodes	304	142	47%	123	40%	39	13%

64. The following observations are made from Table 1:

    (a) approximately two thirds (or 66%) of respondents want Trenerry Crescent to remain open;

    (b) for Clifton Hill and Abbotsford respondents the number is higher with approximately 72% wanting Trenerry Crescent to remain open;

    (c) 25% of all respondents stated their first preference is a full closure of Trenerry Crescent; and

    (d) for Clifton Hill and Abbotsford respondents the number is lower with approximately 20% wanting Trenerry Crescent to be fully closed.

65. The preference for a partial closure is below 10% both overall and for Clifton Hill and Abbotsford residents.

    Note: the level and pattern of support (or non-support) for the Trenerry Crescent road closure, as identified by this survey, is similar to other surveys undertaken by Council on proposed road closures elsewhere.

66. Some written submissions raised concerns that some respondents would try to provide multiple online submissions to the Council survey.

67. To reassure Council and survey respondents that this is unlikely to impact on the results, or the message provided to Council, further analysis has been undertaken.

Analysis accounting for duplicate IP addresses

68. Analysis of the IP addresses showed a number were used more than once to submit preferences, this accounted for approximately 600 out of a total 2,805.

69. The project team understands there could be legitimate reasons for this. These reasons could include only one computer being available in a household used by numerous members of the household.

70. The project team cleansed the results to remove additional or duplicate contributions where an IP address has been used more than once.

71. The cleansed results made no difference to the outcome of the survey and only changed the “keep open” result by less than 4% and “full closure” result by less than 3%.

72. The results including the multiple IP address contributions showed:

(a) 1,865 (66.5%) in favour of keeping Trenerry Crescent open;

(b) 702 (25%) in favour of full closure; and

(c) 238 (8.5%) in favour of partial closure.

73. The cleansed results are shown in the following table:

Table 2 - Your Say Yarra Results (duplicate IP Addresses removed) – 1st preference

		Option A Keep Open		Option B Full Closure		Option C Partial Closure	
	No.	No.	%	No.	%	No.	%
Total	2212	1384	62.6%	618	27.9%	210	9.5%
3067 and 3068 Postcodes	1601	1109	69.3%	353	22.0%	139	8.7%
Other Yarra Postcodes	329	153	46.5%	145	44.1%	31	9.4%

Written submissions from the community

74. Of the total survey responses received, 1,752 (62.4%) also provided qualitative comments. The comments are provided in **Attachment Two**.

75. Further, some 200 individual emails have also been received by Council and recorded in a register – these are shown verbatim in **Attachment Three** (no name or address shown for privacy reasons).

76. In essence, comments from community members in support of the street remaining open generally are as follows:

(a) the street is used on a regular basis, closing it would result in much longer travel times (by car), particularly as the main roads (i.e. Hoddle Street and Johnston Street) are congested, or it is less safe to access to and from these main roads;

(b) pedestrian and cyclist improvements are supported, but not at the expense of driving between Clifton Hill and Abbottsford;

(c) the street provides an important local connection for driving between Clifton Hill and Abbotsford and to maintain connections between the communities and local facilities;

(d) it is not clear why Council is proposing a full or partial closure, and it is not clear why it is needed at this location; and

(e) walking and cycling on Trenerry Crescent is considered acceptable as it is.

77. Comments in support of a full or partial road closure generally fall into the following categories:

(a) Trenerry Crescent is unsafe, or can be further improved for pedestrians and cyclists, particularly cyclists of lower abilities;

(b) road spaces needs to be modified / reallocated given current traffic and transport conditions; and

(c) traffic volumes are too high.

78. Councillors are referred to **Attachments Two and Three** for the full written submissions.

79. To further assist Councillors, **Attachment Four and Five** have also been provided - which is an officer summary of what are considered to be the key themes that are expressed in the numerous submissions by the local community.

80. Further, in response to a request, a listening session was held on Friday 31 July with 8 community members and the Yarra Council CEO and senior YCC staff so that some various opinions of the local community could be heard. The comments received reaffirmed the comments that have been received in the written material provided to Council.

Option analysis - overview

81. Option 1 is no closure and therefore a status quo situation.

82. It could be said that Option 2 and 3 have some pro's and con's. Some high level summaries of the disadvantages and benefits of the closure options could be said to be:

Full closure 3 month trial

Key Disadvantages	Key Benefits
• Removes all local motorised vehicles movement travelling between Clifton Hill and Abbottsford • Local community members would need to access main roads to travel out of the neighbourhood to the abutting neighbourhood (inconvenience and also adding to traffic at those intersections) • Further travel for those who rely on car movement to visit facilities or family / friends in the other neighbourhood (Clifton Hill or Abbottsford)	• Provides full space for redistributing the current road pavement for cyclists and pedestrians - in both directions (to trial and adapt and adjust as need be) • Enables safer cycling under the Eastern Freeway separated from cars • Would likely free up narrow footpath from bike passage – making it safer for pedestrians (i.e. less conflict with bikes on the footpath) • Removes the rat running of traffic between north and south and consequential traffic volumes • Modifies the intersection at Gray / Noone and Trenerry Crescent by removing one leg of the intersection for improved safety reasons

NB. This list is not intended to be exhaustive – but a high level overview.

Partial closure 3 month trial

Key Disadvantages	Key Benefits
• Removes local motorised vehicles movement travelling between Clifton Hill and Abbottsford (i.e. south bound) • Clifton Hill community members would need to access main roads to travel out of the neighbourhood to Abbottsford (inconvenience and also adding to traffic at those intersections) • Further travel for Clifton Hill community members who rely on car movement to visit facilities or family / friends in Abbottsford	• Provides one carriageway width of space for cyclists and pedestrians - in both directions (to trial and adapt and adjust as need be) • Enables safer cycling under the Eastern Freeway separated from cars (both directions) • Would likely free up the narrow footpath from bike passage – making it safer for pedestrians (i.e. less conflict with bikes on the footpath) • Would reduce some traffic flow through the Clifton Hill and Abbottsford neighbourhoods and consequential traffic volumes. That is, less traffic on Trenerry Crescent travelling south from the freeway underpass

	• Modifies the intersection at Gray / Noone and Trenerry Crescent by removing one leg of the intersection for improved safety reasons

NB. This list is not intended to be exhaustive – but a high level overview of the pro's and con's of a partial 3 month closure with the southern lane closed.

Internal Consultation (One Yarra)

83. The public consultation preparation, delivery and review has involved Council's City Works, Community and Engagement, Strategic Transport and Infrastructure, Traffic and Civil Engineering teams and the Communication team.

Financial Implications

84. Should Council resolve to proceed with a 3-month trial closure of Trenerry Crescent:

    (a) the cost of delivering a *full closure* is estimated to be $18,000; and

    (b) the cost of delivering a *partial road closure* is estimated to be in the range of $ 35 K to $ 40 K. This higher cost reflects the additional traffic management infrastructure that would be required to deliver a partial road closure.

Economic Implications

85. There are no known community economic implications should Council resolve to proceed with any of the trial closures, or keep the street open.

Sustainability Implications

86. Any trial closure of Trenerry Crescent has the potential to make a contribution towards providing safer non-car travel options, both at a local and a strategic / area wide context, having regard to the desire line for many cyclists to travel from the north east of the area towards inner city areas and towards other bike lanes (some separated lanes).

Climate Emergency Implications

87. The delivery of sustainable transport options aligns closely with Climate Emergency objectives for Council.

88. Council's *Climate Emergency Plan* contains the following messages:

    (a) Due to COVID-19 related changes to community transport needs, Council will implement short term measures to provide additional bike lanes and improve cycling safety through creating increased spaces for cyclists in roadways; and then evaluate if they are effective, with a view to making them more permanent;

    (b) Highlight new approaches to delivering transport projects, such as pilots and trials, to enable more innovative and time and cost-effective ways of implementing projects; and

    (c) Council will work with partners to deliver further separated bike lane projects, applying an iterative trial approach.

89. Yarra's *Climate Emergency Plan* also includes a target to achieve zero-net emissions across the entire Yarra community by 2030, through improving safety of bicycle infrastructure and in turn increasing the uptake of active transport.

Social Implications

90. The community has expressed strong views on the closure of Trenerry Crescent - see attachments with comments and the *Your Say Yarra* survey.

91. The majority of comments oppose a full closure and most also oppose a partial closure. There are some comments that support the closure (either in full or part as a trial).

92. Council needs to have particular regard to these views, but also consider the sustainability and COVID related movement issues that have arisen, and likely to continue for some months, through community anxiety about using public transport for commuting or moving between localities.

93. Some community members have also raised safety matters regarding access for emergency vehicles and any issues arising due to limited access under the freeway to maintain connections between the Clifton Hill and the Abbottsford communities.

Human Rights Implications

94. There are no known specific human rights implications associated with the consideration of this report.

Communications with CALD Communities Implications

95. Should Council resolve to proceed with a trial closure, any future correspondence and communication would be undertaken in line with Council's CALD communications protocols.

Council Plan, Strategy and Policy Implications

96. Council has many strategies and policies relating to a broad range of subject matters. Council often must seek a balance between a number of strategy intents and that is also the case in this matter.

97. Any trial closure of Trenerry Crescent for 3 months would broadly align with many Council strategies and policies particularly in the area of transport and road safety.

98. The wellbeing of the community, and their perceived safety, are also matters that the Council need to have regard to in its assessment and judgment on any trial closures of Trenerry Crescent. The community comments are part of that information for the judgement of Council.

Other Issues

99. It is useful to outline what the steps would be if the Council determined to pursue one of the trial closure options.

Steps should Council resolve to proceed with a trial closure

100. The delivery of a trial closure (in any decided form) would require the following steps:

(a) seek Department of Transport (DoT) and Ministerial approval. If this is not provided, then the proposed trial cannot go ahead;

(b) if approval is provided by DoT, then inform the community in advance of the trial (via various communication techniques), and how the community can work with Council officers on the trial (regarding adjustments and the like), including regular updates on the progress of the trial;

(c) implement the trial using temporary infrastructure;

(d) officers to immediately review the trial if there is a reported safety issue;

(e) officers to monitor the trial on regular basis, adjust as necessary, and collect relevant data and community feedback to inform any future decisions; and

(f) officers to report to Council at the end of any 3 month trial providing details of:

(i) community feedback;

(ii) data collection; and

(iii) other officer observations.

Legal Implications

101. There are not considered to be any particular legal implications associated with any trial closure of Trenerry Crescent, other than the further decision of the Minister for Roads as a prerequisite of any trial closure.

102. Council does has a legal right to propose to close local roads under its control on a temporary or full time basis, subject to various approvals from the State Government.

103. It is important to note that should Council resolve to implement a trial closure, Council would still require the formal approval from DoT and at a Ministerial level. That is, without that explicit approval from DoT, no trial could take place even if that was the Council considered decision.

104. Council has consulted the community broadly in the abutting neighbourhoods on the possible trials, and this would also form an important part of the State's consideration regarding the formal decision.

105. The DoT would consider the sentiments of the community as obtained from the Council survey and submissions received. The State would also consider the matter of emergency vehicles accessing the areas as need be.

106. As part of further liaison with DoT, the design would be evaluated to ensure that the needs of emergency vehicles are met, noting that this is a key concern reported as part of the community engagement.

107. It is noted from conversations with emergency services, that the preference of emergency services is to use arterial roads over local roads. Any trial closure would use temporary infrastructure that can be designed to accommodate emergency vehicles, in line with any considerations put forward by each emergency service.

Options

108. There has been a great deal of engagement in this matter by the community.

109. The officer report provides some information for the Council to consider as well as the community comments received.

110. The intent of the recent Council resolutions was seeking to find means of providing safer cycling spaces in the municipality due to the changed movement needs of the broader community in the current restrictions, and also to enhance spaces for physical distancing for walkers.

111. The provision of further space for cyclists and walkers under the Freeway is one option that was provided for consideration.

112. In that regard, there is a basis for Council to consider it further as a trial should it wish to do so. It is nevertheless, a matter for the Council to determine having regard to the very strong community expression of opposition.

113. As said, any trial would be monitored, adjusted as appropriate and also evaluated and reported back to the Council.

<u>Option A – Keep Trenerry Crescent Open</u> (i.e. do no changes to the current arrangement)

114. Under Option A, there would be no trial at all and Trenerry Crescent would remain as it is in the existing conditions.

115. It is noted that 66% of all survey respondents, and 72% of Clifton Hill and Abbotsford residents who responded to the survey, stated that this is their preferred option.

116. As noted in the report, there would remain limited options to facilitate improved arrangements for active transport modes (walking and cycling) between Clifton Hill and Abbotsford via Trenerry Crescent or the Eastern Freeway overpass. This would also see pedestrians and some cyclists continuing to comingle on the narrow footpath.

117. There is also no alternative *short-term* solution to improve cycling connections between Clifton Hill and Abbotsford under the freeway within Council resources.

118. Under Option A, those people who want to walk and cycle between Clifton Hill and Abbotsford, and are concerned about safety or physical distancing, would need to explore alternative options or not proceed with that movement.

119. Officers would need to respond to reported safety issues and determine whether there are any short term fixes. However, any larger scale responses would need to be deferred and explored through the Local Traffic Management process and / or via externally funded programs where applicable.

Option B – Undertake 3-month full closure trial of Trenerry Crescent

120. Under Option B the trial for 3 months would proceed (subject to DoT and Ministerial approvals) and if granted approval, Trenerry Crescent would be closed for all vehicles for a 3-month period as a trial and monitored and evaluated.

121. It is noted that only 20-25% of respondents support a full closure of Trenerry Crescent.

122. It is clear from the community consultation that people value the convenience of using Trenerry Crescent to drive between Clifton Hill and Abbotsford and other locations, which is a reasonable and understandable point of view.

123. Under Option B, Council officers would:

    (a) close out any formal approvals required from DoT and advise Council and the community if the trial is not subsequently supported by DoT;

    (b) if approval is provided by DOT, then inform the community of the upcoming trial and advise why Council is taking this approach and how the community can provide feedback into the trial process;

    (c) deliver the trial using temporary infrastructure and monitor closely on an ongoing basis;

    (d) undertake to review the trial:

        (i) immediately, if there is an identified safety issue;

        (ii) during the trial as need be, and

        (iii) after the 3 month trial period; and

    (e) then, report back to Council on the outcomes of the trial following the 3-month trial period.

Option C – undertake 3-month partial closure trial of Trenerry Crescent (south bound lane closed to vehicles)

124. Under Option C (subject to DoT and ministerial approvals) the trial would proceed and Trenerry Crescent would be *closed to southbound vehicles* for a 3 month period (the closure of the southbound lane because it abuts the bike trail openings to Merri Creek Trail leading to Ramsden Oval and also to the entrance to Dight Falls and access trails).

125. It is noted that under 10% of respondents support a partial closure of Trenerry Crescent of this nature. In this regard, it is clear from the community consultation that people value the convenience of using Trenerry Crescent to drive between Clifton Hill and Abbotsford and other locations.

126. The trial of a partial road closure would help address physical distancing issues on the footpath on Trenerry Crescent and would improve cycle connectivity at a local and strategic level through improved space for cycling by using the road space of the southern carriageway lane.

127. Under Option C, Council officers would:

    (a) close out any formal approvals required from DoT and advise Council and the community if the trial is not subsequently supported by DoT;

    (b) if approval is provided by DOT, then inform the community of the upcoming trial and advise why Council is taking this approach and how the community can provide feedback into the trial process;

    (c) deliver the trial using temporary infrastructure and monitor closely on an ongoing basis;

    (d) undertake to review the trial:

(i) immediately if there is an identified safety issue;

(ii) during the trial as need be, and

(iii) after the 3 month trial period; and

(e) then, report back to Council on the outcomes of the trial following the 3-month trial period.

Conclusion

128. Council on 5 May this year, sought officers input into consideration of possible changes in some roadway spaces around the municipality where safer cycling facilities could be provided as trials and also enable safer physical distancing of pedestrians, due to the COVID situation.

129. A further Council resolution on 2 June directed staff to progress possible actions *'with expediency at this critical time'* to rapidly roll out temporary cycling lanes as part of the COVID-19 situation in order to deliver additional safe cycling infrastructure.

130. The Council resolutions also sought projects that could be implemented *quickly and cost effectively*. This is what officers then undertook for a report to Council on 23 June.

131. Council officers, as part of these directives, provided Council with possible opportunities for the Council consideration where this could, if implemented, *simultaneously achieve Council objectives such as improving pedestrian facilities, improving bike lanes* (amongst other items) - see 2 June Council resolution.

132. On 23 June, Council, as part of its resolution, resolved to undertake public consultation on a proposal to fully, or partially, close Trenerry Crescent (to vehicle movements) on a 3-month trial basis.

133. The report provides the consultation input from the community via the *Your Say Yarra* website, and also written comments that are shown in **Attachments Three and Four** for Council consideration.

134. The community have expressed strong opinions in relation to these possible options and that is outlined in the report.

135. The report notes that the vast majority of people surveyed during the public consultation exercise would strongly prefer Trenerry Crescent road to stay fully open under the freeway.

136. Some persons expressed support for a trial closure to evaluate the situation and other persons suggested traffic calming measures as well as measures for improved cycling safety.

137. As outlined above, it is noted that officers consider that the trial could address a number of traffic issues in the immediate area, as well promote the further uptake of cycling at a local and strategic level by providing the required improved infrastructure to facilitate this.

138. It is now appropriate, with the information provided, that Council consider all options and then determine the position it wishes to take. Broadly, Council can:

(a) resolve in principle to trial a road closure in full or part, and then to seek the Minister for Roads final approval; or

(b) resolve not to seek a trial closure in full or in part in the current circumstances.

139. Council could also decide simply not to proceed further with the consideration of the Trenerry Crescent matter. In this regard, it could resolve simply to note the report and the process to date and make no formal determination. That, however, may be considered by community members to leave the matter in limbo and not finalise the matter adequately.

140. In a determination mode, the Council has the following decision options – it could decide any of the following:

(a) **Option A**: determine to keep Trenerry Crescent open as it currently is (i.e. do nothing);

(b) **Option B**: determine to undertake a *3-month full closure* of Trenerry Crescent, and seek the Minister for Roads consent for it to be implemented, or

(c) **Option C**: determine to undertake a *3-month partial closure* of Trenerry Crescent (closure of the south bound lane and retain the north bound lane for vehicles), and seek the Minister for Roads consent for it to be implemented.

141. Once a determination is made the administration will inform the broader community through its communication channels.

RECOMMENDATION

1. That Council note:
   (a) the previous Council resolutions dated 5 May and 2 June 2020 which sought an officer report on possible changes to provide improved physical separations during COVID times in walking spaces, and also for improved cycling routes to assist in community access and movement in the municipality;
   (b) the 23 June 2020 resolution requiring a consultation process regarding a possible full, or part closure of Trenerry Crescent as a 3 month trial, for the purposes of safer cycling and improved pedestrian space under the Eastern Freeway;
   (c) the survey results and feedback received in relation to the 3 options presented to the community;
   (d) the vast community views received through the *Your Say Yarra* Website and the correspondence received that is outlined in the attachments; and
   (e) that approval from the Minister for Roads would be required for any full or partial closure of Trenerry Crescent even as a trial.
2. That Council now determine a position in respect to the options regarding Trenerry Crescent which are:
   (a) Option 1: no closure of Trenerry Crescent under the Eastern Freeway; or
   (b) Option 2: a 3 month full closure trial to enable increased space for cyclists and pedestrians in this location, or
   (c) Option 3: a 3 month partial closure trial with the northern lane remaining open to vehicles and the southern lane being closed to vehicles between the Merri Creek trail entrance to the Dight Falls carpark entrance, to enable some further space for safer cycling and pedestrian space.
3. That Council direct officers accordingly.
4. That officers advise the community, via direct contact where contact details are provided and via Councils website and social media, of its decision.

CONTACT OFFICER: **Bruce Phillips**
TITLE: **Director Planning and Place Making**
TEL: **9205 5300**

Attachments
1⇩ Previous Council resolutions
2⇩ Online survey comments
3⇩ Email submissions
4⇩ Officer summary of key points from email submissions
5⇩ Officer summary of key points from online survey comments

Attachment 1 - Previous Council resolutions

Trenerry Crescent Council Resolutions

There are three relevant Council resolutions.

Ordinary Council Meeting - Tuesday 5 May 2020

RESOLUTION

1. That officers bring a report to the June cycle of Council meetings outlining:
   (a) identified locations in Yarra's public spaces where physical distancing will be hard to achieve once current restrictions are lifted;
   (b) measures which can be taken to increase the opportunities for physical distancing at these locations;
   (c) other opportunities to simultaneously achieve Council objectives such as improving pedestrian facilities, improving bike lanes, increased street greening, increased opportunities for connectivity, increased opportunities for passive recreation whilst maintaining physical distancing; and
   (d) a selection of such projects which could be implemented quickly and cost effectively by Council and a further selection of such projects proposed for any future state or federal funding opportunities as part of an economic stimulus programme.

CARRIED UNANIMOUSLY

Ordinary Council Meeting - Tuesday 2 June 2020

RESOLUTION

1. That Council note:
   (a) the Delegates Report in the preceding Item 8 before Council on the Special Meeting of the Bicycle Advisory Committee (BAC) held Friday 29 May 2020 to deal with COVID-19 impacts;
   (b) actions identified in Item 11.1 before Council, Final Draft Climate Emergency Plan Actions 4.2 "Rapidly rolling out temporary cycling lanes as part of recovery from COVID-19","delivering additional safe cycling infrastructure", including "high profile streets"; and
   (c) Council's General Business motion 9.1 of 5 May on Physical Distancing and Public Space Opportunities.
2. That to progress the above with expediency at this critical time and noting later reports anticipated, Council:
   (a) refer the matters raised by the Bicycle Advisory Committee to officers for urgent attention to expedite implementation of pop-up measures to:
      (i) alleviate congestion along the Capital City Trail;
      (ii) support maintenance of social distancing at schools and other hotspots identified;
      (iii) support safe cycling and/or facilitating venues in Yarra to be able to trade viable and comply with required social distancing;

Attachment 1 - Previous Council resolutions

(iv) and in this regard, officers consider 3 pop-up measures that could be implemented to the above ends quickly, and if achievable, implement for the coming weekend as a trial;

(b) request the CEO to raise with the DOT Acting Secretary the matter of:

(i) temporary 30 km/h speed zones around schools (reduced from 40km/h) to support safety of the larger numbers walking and cycling to school;

(ii) endorsing 40km/h speed zone through the St Georges Road activity centre, to achieve consistency with 40km/h through other Yarra strip activity centres;

(iii) and further, advocate for permissions and approvals by DoT for certain interim treatments on the strategic bike network in Yarra, for COVID-19 Emergency reasons, to protect the rapidly escalating numbers of new and young bike riders, including:

a. removal of parking spaces to allow the expansion of bike lanes to the width of one carriage way;

b. installation of physical barriers that separates cyclists from cars; and

c. loading zones in side streets to serve the arterial road.

(c) authorise the CEO to seek a meeting for the Mayor with State Ministers for Transport to seek financial support for the construction of pop-ups, pilots or interim cycling treatments as cycling alternatives during the pandemic, similar to New Zealand's 'Innovating Streets for People Pilot Project'; and NSW program of $15M for local government funding rapid roll-out of pop-up walking/cycling infrastructure; and

(d) further note that Wednesday 3 June is World Bicycle Day with opportunity for Council to announce the consideration of key pop-up measures.

CARRIED UNANIMOUSLY

Ordinary Council Meeting - Tuesday 23 June 2020

RESOLUTION

1. That Council note the officers report as requested by the Council resolution on 5 May, 2019 regarding opportunities to create improved spaces for cycling and physical distancing, and support for local businesses regarding the current COVID-19 circumstances.
2. That Council note the actions of officers to date and also note the options presented in this report for Council consideration
3. That Council. having noted the contents of the report and considered the options presented, authorise officers:

(a) to proceed with the implementation of the proposed COVID-19 Response Trials, as outlined in Option 1 with the following changes:

(i) the removal of "mid-block closure of Wellington St" and replaced with:

a. the deletion of the left car turn lane at the Johnson St / Wellington St intersection (i.e. north east corner – city bound), and for that lane to be turned into a cycle only lane; and

Attachment 1 - Previous Council resolutions

b. and the deletion of the left car turning lane at the Alexandra Parade / Wellington St intersection (i.e. the north east corner- city bound) and for that lane to be turned into cycle only lane;

(ii) the removal of the "closure of Coppin St" proposal to be replaced with:

a. the deletion of the left car turning lane along Coppin Street / Bridge Road (i.e. the north east and south west corners) to be replaced with marked cycle only lanes;

(iii) noting the intention in the report of pop-up bi-directional bicycle lanes on Park street to remedy congestion on the Capital City Trail for Park Street, North Carlton is in fact designed for North Fitzroy, but that priority be given to consideration of emergency implementation of a pop-up bi-directional bicycle lane on Park Street, North Carlton to deal with congestion of the Capital City Trail through North Carlton; and

(iv) the removal of the closure at Trenerry Crescent at this point in time until such time as consultation with the local community occurs and a report back to Council outlining submissions received; and

(b) to initially implement trials currently approved by Council, where DoT approval has already been obtained, or is not required;

(c) to obtain any formal approvals required from the Department of Transport (DoT) and advise Council if any of the trials are not be supported by DoT;

(d) to inform the community of the upcoming trials and advise why Council is taking this approach and the timing for the implementation of each trial;

(e) to deliver the trials on the basis that the trials are:

(i) reviewed immediately (at any time) if there is an identified safety issue;

(ii) reviewed 3 months post implementation to allow the community time to adjust and adapt to the changes; and

(iii) fully evaluated 12 months post implementation to identify whether the trials have been a success and whether there is any demand to continue with any trial; and

(f) to undertake ongoing monitoring to identify any need to adapt or end any trial post the 3 month review, if it is identified that:

(i) that the trial is not meeting the objectives; and/or

(ii) there is an alternative trial or outcome that better meets the needs of the community; and/or

(iii) the trial is having an unacceptable impact on infrastructure or operations managed by DoT (as determined by DoT and agreed with Council);

(g) to continue to receive submissions from the community and prioritise these submissions using the Assessment Tool and according to available resources;

(h) to continue to work with DoT and neighbouring Council's to identify and further investigate joint projects;

(i) to continue to liaise with the local business community and explore possible options to assist with physical distancing requirements;

(j) to explore external funding opportunities to support these and other initiatives in response to the impacts of COVID-19; and

Attachment 1 - Previous Council resolutions

(k) to investigate and report to Council on any Future Stage COVID-19 Response Trials as part of Council's transport, movement and access response to COVID.

4. That Council further resolve to:

   (a) require officers to undertake an assessment throughout Yarra of where safety to cyclists could be improved through new green paint surface (or where it is fading and needs some re-application), and / or where the installation of plastic lane dividers would improve cyclist safety in designated bike lanes, and

   (b) request officers to prioritise where these could be arranged within existing budget allocations and action.

CARRIED

Attachment 2 - Online survey comments

Written submissions from online survey

Terrible idea. There are much more important things to focus on currently.
I'm a passionate cyclist (~300km per week) and a big advocate of space and access for bikes, but in this example there is no viable alternative for local residents to cross the freeway and closing trenerry to cars is too big an impact IMO. It would add MINIMUM 10 mins to a local 5 min journey to abbotsford / kew etc. If there was a 2nd throughfare then i would 100% be in favour of restrictions. Perhaps look into widening the footbridge over the freeway to allow safe passage of bikes and foot traffic. Oh, and PLEASE do something about the grey st / noone st intersection! It is one of the most unsafe places to cross a road i've ever seen! thanks for the opportunity to provide feedback.
Let's give a half closure a go! It's three months, we are in lockdown anyhow and we need a safe and viable option for commuter bike riders. The overpass bridge is built for pedestrians and the shared paths to access Clifton Hill is so narrow and has many near conflicts with other users. When I drive northbound along Trenerry, it is so narrow and scary that I am going to hit a bike rider at the turns, especially in the morning with you get blinded by the sun rays. Let's trial giving everyone a bit of space for all.
This proposal will not meet the objectives. It will only divert traffic onto punt road and lead to greater emissions. It will also increase stress and frustration at a time where mental health is already at its limits. Clifton hill is already hard to access but this will close the only accessible route to the se suburbs. There are already bike paths and safe walking routes along the creek. There is absolutely no gain here for anybody. Safe walking and bike paths are already great in this location. This will lead to greater climate impacts, no increase in safety, and create a huge burden that use this route in a daily basis for work and to care for and visit family
Full and partial closure will impede the movement of the residents of these suburbs -- it doesn't make sense for residents moving in their local space to be expected to exit the suburban roads to navigate a longer and more circuitous route to get from Clifton Hill to Abbotsford and vice-versa. While I support pedestrian and cyclist safety, this closure is cloaked in discussions taking place long before the pandemic began. I would like to see some solutions that won't negatively impact local residents. The reason I advocate for not closing Trenerry is because not everyone is able-bodied and will gain an advantage of being able to ride or walk there; in fact, I would say that the majority of locals use vehicles through there. Hopefully a resolution can be found that accounts for the needs of the majority of residents.
While I don't agree with either of the closure proposals suggested, I wouldn't be opposed to finding an alternative (for example, restrictions or partial closures during peak hours in the morning and evening). I think its unfair to try to make things better for one group of users (cyclists) while making things more difficult for another (drivers) -- the solution should offer benefits to BOTH parties. The main problem is people using the road as thoroughfare during peak hours; this feels a lot like the residents being punished for things outside of their control. I think there are other ways to make things more cyclist and pedestrian friendly, including the introduction of more zebra crossing (forcing cars to give way and making it a less desirable route for those looking for a short cut, while also giving pedestrians safer crossings). Closing Trennery really limits the access that Clifton Hill and Abbotsford's residents have to moving between and exiting the suburbs, which will create bottlenecking in other areas (entering Hoddle St from Roseneath and Noone during peak hour can be quite challenging, though assessing this DURING stay-at-home orders in a pandemic is really inappropriate.
Try policing the no left turn into Trenerry from Jonson in the afternons if you wish to reduce traffic

Attachment 2 - Online survey comments

This is a terrible idea for residents around Trenerry Crescent who need easier access to Clifton Hill and the eastern freeway. Johnston street will be the only road out of Trenerry Crescent if it is closed, and it is quite a bottle neck and impossible to turn right onto from Trenerry Crescent.
Living on Trenerry Crescent, we would be extremely closed in if this went ahead, with our only route out of our neighbourhood being the already treacherous entry into Johnston St. With a toddler, is not feasible to cycle to, for example, the grandparents' place in Ivanhoe for child care needs. The only result would be increased time on the road, which would be directly counter to the aims of the Climate Action Plan. It also feels quite unsafe, in the sense that recent times have shown that unexpected emergency circumstances do arise: in a situation in which the suburb needed to be quickly evacuated, this closure would leave us choked in. I am a strong supporter of climate action but I think the purported climate benefits of this proposal are theoretical and unproven while the negatives are clear, direct and onerous.
Closure of the road would encourage cycling and majestic the area safer for residents.
NO CLOSURE OF TRENERRY CRESCENT. I want access to Richmond without having to go down Hoddle Street. Many people on my street want the same access to go shopping in Abbotsford and Richmond. Residents must not be forced on to Hoddle Street. Residents' voices must be heard.
Enabling cars traveling west to turn right from Johnson St to Hoodle St would reduce the cars using Trenerry Cres as a cut through. Reduced cars makes it more cycle friendly.
Is it possible to establish more road humps... and roundabouts w marked crossings at every road intersections ..... between Heidelberg Rd and Johnston St ..... in order to try and slow traffic and improve bike rider and pedestrian safety?
consider use of other measures as well, to slow traffic and at the same time enhance safety of pedestrians and bike riders, eg roundabouts with marked crossings at road intersections between Johnston St and Heidelberg Rd
I am concerned that this is not a temporary measure but rather a prelude to a permanent measure. This route is frequented by our family in order to access Clifton Hill which we regard as an important part of our community. The eastern freeway provides a significant barrier to our community and the full closure of Trenerry Crescent would further destroy this relationship. Further in order if this closure is to go ahead, leaving our precinct would be a nightmare as getting on to Johnston St is always a nightmare. I have had one car accident due to this issue, and would prefer not to have another.
bout time
1. We will be corned in 2. The reason of being able to socially distance easier has now been eroded with masks becoming mandatory. 3. The bike traffic on Trenerry is pretty light as a there is a bike path right next to the river. (incidentally most bike traffic you see on Trenerry are the "groups" first thing in the morning, when there is no traffic). 4. If there was ever any form of block on Johnston street, we would be cornered in. 5. In addition to pint 4, what if there is an emergency and response vehicles can not get through. 6. It will push more traffic onto Johnston & Hoddle Streets. It was less than 2 years ago when there was an enormous undertaking to remove traffic from that intersection & now they want to push more traffic onto it? 7. To access the freeway in the morning resident would need turn right into Johnston St, drive over Hoddle, turn right down a couple of back streets in Collingwood. For those that need to go that way for family or work it adds a significant time difference at peak hour. 8. Footpaths can be easily widened in a number of place. 9. The council have been lobbying to change 3 planning on 3 commercial sites to residential on

Attachment 2 - Online survey comments

Trenerry Crescent. It is naïve to think that this will not alter the amount of traffic on Trenerry. It may reduce levels passing Dights Falls. In fact by limiting two way access in and out of Trenerry it will increase the volume that passes 80 to 84. 10. This doesn't allow for the additional residential builds on Johnston that have been approved/built an din progress on Johnston. 11. They make a point that it will create pop-up parklets to support local business and ensure physical distancing. i. Refer to point 2 ii. How it will help local business I can not fathom 12. Separation of Clifton Hill residents to gain access to the Convent, Children's farm, Victoria gardens does the very opposite to support local businesses it just drives even more traffic on to Hoddle Street.
We live between Johnston and Gipps Sts, and Hoddle and Nicholson Sts, Abbotsford. Households in this area will be adversely affected by the closing of Trenerry Crescent if they need to travel north during peak hours, whether travelling to Clifton Hill or further north. It is difficult to get into Hoddle St to travel north during peak hours due to the right turn bans from Johnston St into Hoddle St and the number of one way streets in the area. Members of our household have needed to get to these places for work or study purposes: • Spensley St Primary School, Clifton Hill • Westgarth Primary School, Northcote • RMIT campus at Bundoora It is not sensibly possible to get to these locations during peak hour without travelling north along Trenerry Crescent. If it is closed the only ways to travel north will be: - West along Johnston St (already congested), north along Wellington St (adding to traffic passing Gold St and St John's Primary schools) and east along Queens Parade - Getting into Hoddle St from Vere or Studley St, travelling south in the very congested traffic to Gipps St and then doing a U turn (very time consuming in peak hour) - East along Johnston St to Kew Junction and Chandler Highway (also congested). All routes would add significant extra travel time to journeys and significant traffic to already congested roads This is an important road for many, and with the increase in apartments in the area, it does not make sense to close the road. Cyclists should not be given priority over cars on this road. There are other nearby routes accessible to cyclists but not cars which would make little difference to cyclists from a time or distance prespective. I have had to give second and third preferences for this proposal, but do not support any closure.
Closing Trenerry Crescent will make it difficult for emergency responders to gain access between Abbotsford and Clifton Hill. It will impact our household as we use it gain access to Kew, where we shop and have have friends. There is also the issue that if it is closed, if we are returning from Kew during peak hour, Trenerry Crescent is the only way we can access Clifton Hill due to the no right turn into Hoddle Street from Johnston Street at that time. I think the council should upgrade current shared pathways and separate pedestrians from bike riders. The current paths on Merri Creek are inadequate for the current pedestrian/cyclist traffic. Perhaps gravel paths for pedestrians, and paved paths for cyclists. Closing Trenerry crescent will not improve this issue. I think the proposal to shut Trenerry Crescent is an ill thought out idea that doesn't address the problems across the city of Yarra. To encourage bike use and keep cyclists safe, they should have their own paths separate from pedestrians and not shared with cars.
As a Clifton Hill property owner we are very concerned that any closure of Trenerry Cres will have a detrimental effect on the quiet enjoyment, ambience of this particular and unique area. The quiet enjoyment associated with this area is fundamental to the property values and any change will inevitably impacts the property values and the resulting council rates.

Attachment 2 - Online survey comments

The area is effectively landlocked by Hoddle St on the west, the Eastern freeway to the south, Merri Creek to the east and Queens Pde to the north. The closure of Trenerry Cres will force local traffic to seek alternative routes onto major arterial roads. Pushing local traffic onto these major arterial roads will increase traffic and congestion/fuel usage / emissions and greenhouse gases. The council must consider all consequences of their actions in this matter. This pocket of Clifton Hill has considerable elderly residents who rely on their independent life style by the use of their own private vehicle where driving on local streets is safer and less stressful than being forced into major arterial roads. Pushing drivers off the local streets onto the major arterial roads will inevitably be less safe. ie council would be responsible for creating a less safe environment for all its residents, especially the elderly. The current vehicle queues at Spencely and Ramsden are often extensive with Trenerry Cres being open let alone if it was to be closed. Increased vehicle queues to exit the landlocked area will only increase emissions and the loss of amenity to the area. Bikes already have multiple pathways including the freeway overpass, bike paths throughout the Merri creek area via Dights falls bridge and the Quarries park bridge. If the council believes the bike riders need a specific lane then the council should construct a separate one which is funded by all rate payers and not stealing the asset provided and supported by taxes paid by vehicle users. In addition, when the Eastern freeway was constructed it was considered important to construct the Trenerry Cres underpass and today those needs must be even more relevant.
This is a bad idea
I do not think this is necessary
Under the guise of COVID City of Yarra is trying to close Trenerry Crescent. Tell the truth and don't try to use a crisis to pass an ill conceived idea. Trenerry Crescent is situated next to the Yarra river and parklands. Pedestrians, riders and runners have safe and open places to use. The proposal is about stopping the rat run through Clifton Hill which is always been City of Yarra's intent. As a pedestrian and bike rider I feel I have ample space to safely use near the proposed designated closure area. It's absolutely not necessary to close Trenerry Crescent.
Hello Yarra Council, my name is Robin I'm 10 years old and I live in Noone St. I think closing Trenerry Crescent. It's quite dangerous to ride down, especially for children. And then there are cars... lots drive quite fast. If it works maybe half or the hole rode close to cars! If so you could take down the barrier if you don't, just make it a bit more pretty.
I SUPPORT HALF ROAD CLOSURE WITH LIMITED ACCESS IN BOTH DIRECTIONS 1. SOUTH TO NORTH IN A.M.. NORTH TO SOUTH IN P.M. OR 2. TRAFFIC LIGHTS TO CONTROL BOTH DIRECTIONS BY TIMER
I am resubmitting this feedback as the first submission required me to rank all three options in order, when only one solution, being no closure of Trenerry Crescent, is acceptable to me. I do not support any closure of this important vehicular access route, partial or otherwise, even on a trial basis. This process also appears to have been very rushed on the disingenuous basis of somehow dealing with issues relating to COVID-19, whereas such a significant change in traffic infrastructure needs to be properly consider with appropriate input for affected residents. I am not opposed to an expansion of cycling infrastructure in the area, but not at the expense of car access. Has consideration been given to extending the existing footpath out over the creek to include a full cycle path as well?
To make access safer for the many pedestrians getting their exercise full or partial road closure to enable a trial of a safe separated bike lane makes a lot of sense. Whilst more confident riders can and do ride on Trenary the less confident and less skilled riders attempt to ride in the very narrow area used by pedestrains. This puts riders and pedestrians at risk

Attachment 2 - Online survey comments

It's a super dumb suggestion that benefits only the few loud individuals who campaigned ferociously about it and disadvantages everyone who actually lives in the area. The council is supposed to exist to speak for and benefit all residents, therefore community consultation should be a key element of all decisions, particularly ones that would have a fairly large impact to the accessibility of the area. Although I'm sure the endless campaigning by various cycling lobby groups can sound like the voice of the whole community. More accurately it's about 5 people screaming at the top of their lungs while many thousands of people who live in Yarra walk around not paying attention or knowing this is even happening until it's too late. Yarra council is supposed to represent the community, not just do whatever it likes for the lolz or be so lost for direction that it relies on an external lobby group to tell it what to do. So grow a spine, do the appropriate research and consultation, and implement what the majority of the community actually wants to happen, rather then be told what to try by organisations who have mission statements that show obvious bias towards one course of action.
- MERRI CREEK TRAIL The shared path at this point of the Merri Creek trail was a significant choke point pre-pandemic, and now with increased pedestrian activity, is significantly busier. It is a significant choke point where pedestrians and cyclists converge at significantly different speeds. - TRENERRY CRESCENT Trenerry Cresence is currently accessible to cyclists via a painted (albeit fading) bike lane. However, heading north the gradient of the road makes it challenging to ascend for anyone but very strong cyclists, particularly when cars are passing on to their right often at significant speed. It is currently nominally marked as a bike lane, but for practical purposes is not functional or accessible for mainstream bike riders, families and children. - ROAD CLOSURE Perhaps one simple test to determine whether or not the proposal to close the road should proceed is to examine the effects of the closure on the two modes of transport competing for exclusive use of this space, car v bike. - If the road was closed to cars, would it affect the movement of cars? Yes, it would stop cars from using this particular road. But,Hoddle St provides an ample north-south route and is designed for heavy traffic. Furthermore, the road does not service any properties, residential, commercial or industrial. The closure will not affect access for anyone. - If the road was closed to cars, and dedicated to bicycles and pedestrians, it would deliver a transformative increase in access for cyclists and pedestrians. It would take pressure off the Merri Creek trail at the key pedestrian/cyclist choke points/conflict areas. The current shared path mixes pedestrians who traverse at 2-4 khm, joggers 6-8kmh, and cyclists 10-35kmh (and potentially greater) It potentially creates a more pleasant experience for pedestrians who enjoy the path without having to be so mindful of fast bikes. It creates a more direct and speedier route for cyclists, who won't have to dodge pedestrians. - CONCLUSION Closing Trennery Crescent to traffic and allowing bicycles to use the road would significantly reduce pressure on the Merri Creek Trail, provide a better experience for cyclists by giving them an alternative faster route, and giving pedestrians a quieter bike path. The proposed temporary closure during the current pandemic shutdown is a rare and unique opportunity to implement some forward thinking policies to guage their benefits and impact.
I would like to say I do not have another preference other than NO CLOSURE of Trenerry Crescent however I had to provide 3 preferences. The arguments that were presented for the proposal: 1. We need our public spaces as we practice social distancing 2. Having space to safely move around during living in a COVID-19 world

Attachment 2 - Online survey comments

3. Look for ways to provide safer streets are invalid and irrelevant. The issue here is for motorists to have their road taken away and replaced by bike lanes. This does not have any bearing or connection to COVID-19 and it is misleading and unethical to present it as a safety and social distancing issue. Trenerry Crescent and Grey St, other than Hoddle St, is the only other way for local traffic to access Clifton Hill. Hoddle St is already a very busy road and to divert more traffic onto it is unwarranted. City of Yarra proposed and passed an extensive program "Taking It To The Streets" in 2018 in which bicycle lanes would be widened and some road lanes turned into bicycle lanes. These works were to be undertaken in 2019 and 2020. Not all of these works have been completed as yet and City of Yarra now present further proposals. The Trenerry Crescent proposal has been thrust upon the residents with only 2 weeks to respond. I would also like to point out that I received the proposal after the 17th of July. It was received on Monday 20th of July. A fact that must be taken into consideration is that there are many more motorists than cyclists and no amount of extra bike lanes and road closures are going to change this fact. It is time to stop discriminating against motorists and minimise further traffic congestion. An alternative that should be considered is for a bike lane to be created on the grassed area which runs along the freeway on Grey St. On the opposite side, there is a footpath that can become a shared footpath. This would provide safety for cyclists and allow motorists to continue using TrenerryCrescent and Grey St.
Temporary closure will severely impeded my life and force me to use Hoddle Street - a significant deterioration access to my work (Hawthorn), household shopping (Kew) and local amenity - one of the key reasons for purchasing my property in this location. Please do not close Trenerry Crescent.
The proposal is a simplistic response to a complex problem. Best to look at providing an additional separate path for pedestrians on the other side of merri creek as a permanent solution. Or to temporarily require confident cyclists to not use the existing path on the east side of Merri creek as they can divert across the other side at the bridge about 100 metres up the creek. That existing path can be used for pedestrians and inexperienced, slow cyclists. If that proved successful then duplicate the path on the east side of Merri Creek, one for cycling and one for pedestrians.
Closing Trenerry Crescent cuts off access to some of our closest shopping areas in Kew and Victoria Gardens in Richmond, and would force us onto the already congested Hoddle Street. A much easier option to reduce traffic flow at peak times would be to use an alternating traffic flow regulated by traffic lights. Blocking of the road entirely in either direction would be highly detrimental to the amenity of a large number of residents living on either side of the closure. Improving amenity for cyclists, in the freeway underpass, could be achieved by constructing a dedicated cycle path on the opposite side to the current footpath. The would need to be banked up and raised slightly where it crosses the bridge supports, but would really not be too difficult.
Keep Trenerry Crescent open.
Hello, My husband and I live in an apartment Trenerry Crescent. We prefer option B (a full closure trial), are secondly supportive of Option C (a half closure trial) and oppose Option A (no closure). This is due to: - We are big supporters of having various transport methods and have a preference for walking and cycling. We love Yarra's variety of transport options. However, bike infrastructure however is still severely lacking - until we start to properly reallocate road space (i.e. Trenerry Crescent) to favour methods other than private cars, cycling and walking will never become feasible transport options for all. I am an avid cyclist and am very confident on my bike - Trenerry Crescent however terrifies me. It is too narrow for two vehicle directions, the speed bumps are insufficient to slow SUV's / utes / trucks, the bicycle lane suddenly narrows and then disappears, and the corner at the Teachers Union Buildings cannot even handle 2 cars in opposite directions on a turn, let alone a bike. I've had a near

Attachment 2 - Online survey comments

miss on this corner and was almost clipped by a car. - Option A will soon result in a severe bicycle accident - we cannot more strongly stress that doing nothing is irresponsible. - The City of Yarra needs safer cycling lanes and facilities: the bridge over the Eastern Freeway is primarily for pedestrians - it is too narrow to safely and easily cycle up the ramps and over the bridge and down again. Furthermore, the Capital City Trail is congested (cyclists, runners, pedestrians, dogs, etc) and travels in a different direction than a cyclist using Trenerry Crescent would. - Living on Trenerry Cr, the volume of private cars 'rat-running' at all hours, not just peak hours, is excessive and unbearable. The street is not a Road Zone 1 road however it has become an inter connector arterial road. The road space is simply not wide enough to handle this traffic volume; as such, the entire Crescent becomes essential a 'rat-run' highway in peak hours and still dominated by cars at other times. It is not a relaxing space - a local street has become a major alternative to Hoddle St when it was never built for this. - We applaud Yarra's climate emergency plan. This plan will however fail if we do not tackle head-on the persistent excessive use of private vehicles. I appreciate times call for using a private car, so if we reduce congestion in the City overall (by promoting other passive transport methods) it will reduce congestion all around.
Excellent idea that will transform our local community at end of Roseneath St by removing hazards of car traffic - excessive volume, speed & pollution. We know this idea seems deeply unpopular w some of C Hill & a lot of lobbying, push polling etc had occurred w/o deeper discussions & reflections. . Please do more engagement on the models if they fail this time. Don't give up. We need this change!! Need to. Activate some in our community talking to others about the challenges and solutions - not just officers taking to us. Depoliticise the discussion also.
I am not in favour of options B or C. The state is now locked down, please have some deceny and at least suspend this. How can a trial generate any meaningful data in stage 3 or 4 lockdown. Coming from a keen cyclist and someone who does not own a car.
I live on Noone Street and do not support any closure of Trenerry Crescent. I drive down it multiple times per week to access supermarkets and visit family in Abbotsford, as well as for access to work. If it were closed, I would be required to use Hoddle Street which is already congested with vehicle traffic. This decision would be driving more traffic to an already busy road, which I would argue is reckless and poor planning. It would be cutting people off from things they need and take much longer to get anywhere. Additionally, I ride a bike and do not find riding down or up Trenerry Crescent to be difficult at all. It is a tiny stretch of road and I do not find it to be an issue.
Closure of Trenerry Crescent would put added pressure onto Johnson Street and Hoddle Street by local residents. Johnson and Hoddle street are difficult to access and navigate in peak periods. Simple tasks like shopping, school and preschool access become stressful where a car may be the only option such as when weather conditions are bleak. If closure has benefits to the wider community then keeping open the nothbound lane would be essential.
After reading the minutes of the last council meeting I see that you support the closure of Trenerry Crescent as a local cyclist and a parent who has and a child attend a Clifton Hill school I do not see the safety benefits in doing this. Even more so in the Covid period with less cars on the road with more people working from home. This road has always been a connection for locals between Abbotsford and Clifton Hill even more so lately with the P turns now on Hoddle St. From a pedestrian point of view there is already an overpass over Eastern Freeway as an alternative to the closure of this road for pedestrians. As a cyclist I see the linking of Heidelberg Rd via the closure of Trenerry Crescent would cause a major safety problem as this runs into Johnston {a major Melbourne road) with no traffic lights making it every hard to get across this road on a bike. Even more so as the closure of this road could result in more traffic on Johnston.

Attachment 2 - Online survey comments

As Johnston St was names in the top ten most dangerous road to ride on Melbourne by CrowdSpot and the Amy Gillett Foundation last month as a local cyclist it was disappointing that our Special Bicycle Advisory Committee do not recommend major changes to this road to improve bike safety in their report. CrowdSpot named the Wellington St, Chandler Hwy/ Main Yarra Trail and the Yarra Boulevard in the top ten safest road to ride , so it would make more sense to link Heidelberg Rd with these options. The Council should proud that Wellington St, Canning St and Napier St are now classed some of the safest roads in Melbourne to ride on. Do the report say how many cyclist would use this Trenerry Crescent route daily as I could not se it in the minutes. As a local cyclist where I feel unsafe is the Nicholson St, Victoria St Lennox St intersection with cars turning right from Nicholson St into Victoria St. A no right turn here would improve safety for cyclist and have every little impact on local car users .Especially with the new separated bike lane on Elizabeth St well done on this. The way cars park on Nicholson St between Victoria St and Gipps St is also a issue as car ten to park a metre from the curb on the West side of the street which means they reduce the width of the bike lane, I personally have been car doored because of this.
As a Noone St resident these are my thoughts regarding the proposed three-month closure of Trenerry Crescent to motorists. There is a footbridge which crosses over the Eastern Freeway which addresses any safety concerns pedestrians and cyclists may have which makes the proposed road closure unnecessary. Those unaware will need to be informed that this is a viable route to cross into Abbotsford. Closing Trenerry Crescent to both northbound and southbound traffic will make it far more difficult for Clifton Hill residents to travel to the southern and eastern suburbs without having to battle their way onto and down Hoddle St. Having lived in Clifton Hill since 2015 I have constantly made use of Trenerry Crescent as a means to bypass traffic congestion on Hoddle St at most times of the day. Yarra Council needs to dissuade motorists who use Trenerry Crescent as a Hoddle St bypass by using available tolling technology. This would be achieved by simply tolling any vehicles using the Trenerry Crescent link that are not registered to a 3067 or 3068 address for the right to use this road. Yarra Council should pursue this sort of innovative solution rather than simply shutting the road to vehicles. The Trenerry Crescent link road was built during the freeway construction to ensure that Clifton Hill and Abbotsford residents had a convenient link between neighbourhoods, and would not be forced on to Hoddle St to visit family and friends nearby. This remains an important link for many local residents, especially those less mobile. Also, a simple solution to the safety issue present at the Trenerry Crescent / Jonhston St intersection is to change the traffic regulations to prohibit southbound traffic to turn right onto Johnston St and also prohibit northbound Johnston St traffic turning right into Trenerry Crescent. As a resident this is what I have observed to be the largest issue of this intersection. Either of these implementations would alleviate traffic build up and congestion around this area and would also address the risky driving behaviour of motorists jumping into busy traffic. This new turning condition could be implemented during the busiest peak times (i.e. 6:30am – 9:30am, 3pm – 6:30pm) when right turns at this intersection are dangerous and allowed outside of these hours when traffic is much lighter to allow safe turning. Please reconsider all viable options before making a drastic decision that will adversely affect those who live in this area.
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Attachment 2 - Online survey comments

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This is a very good idea and has been a long time coming! We used to live on Yambla Street and now live On Ramsden street and the amount of traffic that uses that route to cut through is dangerous for all residents. We've personally witnessed so many accidents and potential accidents. Young children are constantly walking in and around this route to access the parklands with cars that speed through. Being such a critical area of the Dights falls and surrounding parklands as well it could be put to much better use as an open space for people to freely walk and meet.
We live next to Victoria Park. Trenerry Crescent is the only sensible way for us to travel north. The alternative is to try to turn right into Johnston St which is difficult most of the time and nearly impossible at others. During peak hour when there is no right turn at Hoddle St it would then require a p turn. We will stop using shops in Queens Parade (already struggling) and Nth Fitzroy and have to go to Kew instead. Closing Trenerry Crescent will cause significant increase in dangerous turns across 4 lanes of traffic into Johnston St. This is a terrible idea. Bicyclists and pedestrians have alternative means of passing this way through dedicated shared use paths along the river and a pedestrian overpass. They do not need a third option when Residents in cars have no alternative.
A better option would be to build a wide path on the Merri Creek side of the road to cater for pedestrians and cyclists
I am a cyclist, pedestrian and driver. The heavily fortified footpath is too narrow for pedestrians and cyclists. However, cyclists use this path as the on road bike lanes are too narrow to feel safe. Cars regularly drive into the bike lanes in an attempt to avoid the speed humps. The south-moving lane on the Merri Creek side and pedestrian pathcould become a 2-way bike lane to enable cyclists to transfer safely to the Yarra River shared path from either direction. South-moving cars can use Hoddle St instead. The works on Hoddle St have improved the traffic flow. As evening north-moving cars are prevented from turning Right from Johnston into Hoddle St, there is more justification in keeping the north-moving lane open.
I vehemently object to the closure of Trenerry Crescent to cars in either or both lanes. This presents a serious risk to the residents of Clifton Hill that rely on the the road to connect to Abbotsford. I have concerns about the safety of residents in relation to access for fire trucks, ambulances and police. Personally I fear that I will have to pay considerably more, in time and money,

Attachment 2 - Online survey comments

for Ubers or taxis to connect from one side to the other, which is a trip I do frequently since I do not have a car. The alternative routes of Hoddle street or chandler highway are not convenient and will have greater financial costs - not to mention negative environmental costs with longer trips and higher car use - impacting not just residents of Clifton Hill but everyone who drives on these major roads. Why the council want to direct more traffic to either of these already congested roads beggars belief. The process the council has undertaken in order to pursue the closure of Trenerry Crescent is seriously objectionable. Having reviewed the council minutes and comments from many councilors, I am extremely concerned about the decision making abilities of council. It appears, from my perspective, that the council is allowing a small interest group undue influence at the expense of local residents - and voters. There are existing alternative bike and pedestrian routes that are currently in use by many locals that connect them from Clifton Hill to Abbotsford that are entirely satisfactory but do not appear to have been given any weight as a suitable resolution. Not to mention that Trenerry Crescent could be modified (if necessary) to accommodate all users. I could continue about how the plan to close Trenerry Crescent favours a small group of able bodied people to the detriment of all members of the community that drive due to a variety of personal reasons, family commitments, convenience, work commitments, school commitments, health reasons, etc. The alternative suggestion that one lane could be closed is ill conceived on so many levels that it does not justify further comment on how this could never work in practice. The consultation process, review and independent assessment process undertaken by the council has been poor and left a very sour taste in the mouths of your constituents. I expect that you will invoke your power as representative of the local community and vote against the closure of all and part of Trenerry Crescent to cars.
I use this route to get to early morning yoga at Abbotsford convent. I'm wondering why closure is being trialled? With view to permanent closure? Would be a pity. I don't regard myself as a rat runner, but I do sympathise with residents if the route is being exploited by non locals as is happening in so many parts of Yarra.
YCCs management of all traffic and parking always disadvantages residents instead of advantaging us over non- residents. Trenerry Cres should be open to RESIDENTS in the immediate neighborhood ONLY and be closed to ALL other through traffic. Both sides of Trenerry are ENORMOUSLY impacted by rat running. This is what needs to be managed not a road closure to benefit a handful of people who want to occasionally walk or cycle on the road. So please, stop the rat run through our local area and set up traffic management to benefit/support local residents to move safely and freely within their own suburb. If you did this, the volume of traffic on Trenerry would be hugely diminished and you could dtill support cyclists and walkers. I want YCC to follow this through and deliver as well as communicate with residents anout REAL local neighbourhood traffic management solutions.
Hoddle St is a nightmare. This will make it even worse, and will be our only option.
Counter flow options based on peak traffic flows? Tolling?
I understand the need for traffic management and I live in a street that is heavily used in peak hour. I would rather accept this than not use the streets in my neighbourhood to access my home - Option 2 and 3 will mean we will have to use Hoddle St to drive inot Noone St. I don't see an option for residents only being able to access Trenerry Crescent. Despite the good work being done, the traffic flow in Hoddle St is still not good - especially between Queens Parade and Victoria St. This proposal will just add to these problems.
I have lived and been a rate payer in the Clifton Hill and Abbotsford area for over 35 years. When our kids were younger we lived in Abbotsford and the connection was vital for shuttling our kids to and from school, play-overs with friends, sports, piano lessons and other after-hour school activities etc in Clifton Hill. For the last four years we've lived on the other side of the Eastern Freeway and feel that the social connection with former neighbours in Abbotsford is important.

Attachment 2 - Online survey comments

I find it unconscionable and almost obscene that the council initially tried to justify the proposal as a significant response to COVID-19 emergency. The reasons why this was going to have any significant impact on the fight against the virus has never been explained or justified. Rather we get the impression that the council was using the emergency to confect a way to avoid normal community consultation and public accountability. This is bad in itself but the cynical and crass use of a deadly health crisis to achieve this takes it to another level of reprehensibility. The way that the council initially tried to sneak it through without notifying or consulting the community further compounds this. The "Making Space" flyer we received from the council was clearly weighted to downplay the significance of these changes and appears illogical and manipulative. For one thing we are told it is a three month "trial" which presumably means that officers are objectively weighing up the effects on local residents including travel times. But in the same brochure the council tries to minimise the inconvenience by stating that "With less traffic than usual due to the pandemic, we expect these effects to be minimal". This means the council is conducting their "trial" at a time that is clearly not representative of the actual long term post-COVID traffic. The traffic and delays on the arterial roads that residents will be forced to use will be significantly worse when conditions return to pre-COVID levels. This is stupid and it is wrong. If you are serious about conducting a trial, do it when conditions are truly representative and using a transparent process to assess its success or otherwise. I am very ANGRY about this and am opposed to any change. I would also point out that not having to nominate a full street address means that non-residents can make submissions to this claiming to live in the suburb safe in the knowledge that can't be cross checked
I am writing to strongly oppose the closure of Trenerry crescent, both temporarily and permanently. I notice the biased semantics of your leaflet that you dropped off to residents suggesting: "Let's give it a go". What Abbotsford resident would even contemplate 'giving this a go', when it would critically effect residents and negatively impact numerous elements of our lifestyles? This proposal is ridiculous, it is loaded with irrational, dubious 'reasons' for this change: 1. Mentioning the climate emergency plan and COVID as reasons for trialling this closure holds no weight, as the impact on the environment and the community due to such a change would be a worsening of traffic, car emissions, road safety and mental health of residents. We live in Abbotsford and send our young child to Spensley Street Primary School. If Trenerry Crescent was closed, we would have to turn right into Johnston Street, then left into Hoddle Street, then do a U-turn and then sit in traffic, going north on Hoddle. This route would take half an hour or longer for what is now a 5 minute drive to school! It would add to emissions, add danger and stress to our school run and essentially cut us off from our extended community. 2. There are already two safe, green routes for walkers and cyclists, why add another one? To add a third cyclist route would mean that people who need to drive for school drop-offs, pick-ups, essential shopping, work and other necessary reasons for driving north, would lose their safe, greener and local route to their community. 3. It seems that you have not considered Abbotsford residents, only Clifton Hill residents. We will be cut off socially, psychologically and vocationally. My husband works in Westgarth and his travel time will more than triple and will send him into peak-hour traffic. 4. Yarra City Council have not been transparent regarding this critical decision: Yarra have given a very short time to oppose these changes. The signage for these changes has been dubiously placed so as not to be properly noticed by commuters using these routes. Unfortunately, Abbotsford residents are being ill considered and their wellbeing, lifestyles, sense of community connection and inclusion are being put at risk for an unnecessary closure. This should not have been put on the table for consideration, let alone subjecting Abbotsford residents to this; attempting to dupe them into accepting this embarrassing, biased campaign to remove us from our community.

Attachment 2 - Online survey comments

I normally travel from my home in Fitzroy North to work in Hawthorn East (on maternity leave, seeing the pandemic out in another house). This closure would make travel very difficult for me.
Firstly, how can you have an open survey that is not for residents ONLY of Abbotsford and Clifton Hill. This leaves this vote open to campaign by lobby groups who do not live in the area or pay council rates. You should be focusing on fixing Johnston st and banning a right turn off at Trenerry Crescent. You are creating a situation where the only way police, ambulance or fire can enter the Victoria Park area by Jonthson st, i have also written to - Victoria Police - Ambulance Victoria - Fire Rescue Victoria Notify them of your intentions to close access to Victoria Park. There is so much more to say but im sure you have heard it all before but what i hope you are embarrassed about the most is that you are trying to put this on to COVID19, i think its caused enough damage without the need for this brain fart to be attributed to it as well.
I oppose this proposal primarily because it will impact myself and all drivers who live nearby the area. Essentially it will add at least 40 minutes(on a good day) of travel time to my day as well as adding more traffic to the already congested south bound Hoddle Street, in particular the freeway intersection. I also use the pathway regularly for walking and cycling and believe that an easier alternative would be to direct bikes to the easier and safer route alternative across the river. This would only add 1 minute onto the travel time and is also an easier ride for those more vulnerable riders!
This would affect hundreds of people with no benefit
Full closure long overdue. As a resident of Clifton Hill, the rat-run traffic in peak hour is awful.
Social distancing is impossible when travelling under freeway on either side of Merri Creek. Joggers and cyclists just ignore the rules, and pose a risk for everyone. Permanent closure of Trennery Cres is long overdue.
Please close more roads to give room for runners too please. The bike paths are getting very congested and runners tend to huff and puff a lot which increases their risk to others and is difficult to wear a mask when breathing hard.
As a cyclist, I frequently use the Capital City Trail. I do not see why cyclists use trenerry crescent and think it would be much more beneficial to encourage use of the path, than blocking it off to motorists.
Have you considered closure during peak traffic periods.
Not appropriate as Trenerry Crescent provides a crucial route for connecting Northcote to Collingwood/Abbotsford. Pushing motorists off Trenerry Crescent will increase the number of cars on very busy roads and cause more congestion, such as on Hoddle Street. It may also force motorists to use Wellington Street (a street designed for cyclists) and therefore puts more cyclists in danger than it helps.
Severely impacts motorists ability with no positive impact for cyclists. Residents were not notified adequately and are extremely upset with the council's efforts to receive feedback and make Yarra better for everyone.
As a tenant in both Fairfield and Abbotsford, I frequently use Trenerry Cresent and the Yarra trail to go between my two households. I travel by both car and bike, depending on time restrictions, daylight and weather. As a cyclist, I feel we have more than enough space on the bike path and do not believe that opening Trenerry Crescent would provide any more benefits as the trail already provides this. Therefore, from a cyclist perspective I do not see any value added in closing Trenerry Crescent. However, as a driver, I see large issues arising from closing off Trenerry Crescent. Trenerry Crescent provides a critical pathway for cars, connecting between Abbotsford and areas such as Fairfield and

Attachment 2 - Online survey comments

Ivanhoe. It is a street with large numbers of traffic and by closing this off would force EVEN MORE traffic onto Johnston Street and Hoddle Street. Cutting off Trenerry Crescent would mean residents wishing to access areas off Heidelberg road, would have to use Johnston st. In the mornings a right hand turn onto Hoddle street is not permitted, meaning motorists would have to use Wellington (a bicycle street adding more danger to cyclists) or Smith Street. This provides a large detour and puts more cars on already busy roads and endangers other cyclists further. Therefore, as a motorist, the closure of Trenerry Crescent provides many challenges, which endanger cyclists in other areas and provide more congestion on our roads. From two different perspectives: for cyclists the pay off is severely minimal and does not have a positive impact. The impact for motorists is severe and negatively impacts them as well as the entire neighborhood with diverged traffic. Finally, I would like to express my dissatisfaction with the notice and warning provided to residents and frequent motorists. The only two signs I found asking for opinion on Trenerry Crescent closure were placed along the bicycle path, which will skew results as you will only get cyclists' feedback. No notice was provided to residents who frequently use this path nor the impact it may have on them. This means feedback gathered will be skewed and not an accurate representation of the impacts. Please consider the feedback carefully and ensure you notify all residents and business owners to ensure you have an accurate and representative information before making decisions.
Options B and C are not considered viable options at all, so have not been preferenced. As an East Clifton Hill resident of Gordon Street for 12 years, Trenerry Crescent provides our family critical vehicular access for grocery shopping, our elderly parents in the inner east, sporting activities, schools and friends - it is not feasible to use a bike for these. Closing this road would push us onto the already over subscribed Hoddle Street, increasing significantly the time spent sitting in traffic - which in my view exacerbates the climate change issue in those instances where we have to drive. There are currently more than sufficient choices for pedestrians and cyclists. As a cyclist myself, I know first hand that there are multiple suitable and car free alternatives to Trenerry Crescent that can be used, especially for vulnerable and less confident bike riders. As such, I don't believe the proposed benefits outweigh the significant cost to residents. In 12 years, I have never seen any accidents or close calls with cyclists, and have yet to see any evidence from Council to support this claim. In regards to the purported aim of the project of helping to address current safety issues at the Grey Street / Trenerry Crescent and Johnston Street /Trenerry Crescent intersections, the closure will in effect just relocate those safety issues to even more dangerous intersections - in particularly to the Hoddle Street / Roseneath Street intersection. There are already multiple close calls at this intersection everyday, and as I'm sure you are aware, a horrific fatality last year. This will now become an even busier, and more dangerous access point into and out of East Clifton Hill. The lack of data supporting this proposal, together with the absence of initial community consultation is extremely disappointing, but unfortunately not surprising given our other recent experiences with this current Council. In fact, it increases our concerns that Yarra Council is becoming increasingly beholden to small activist groups, allowing them to push through their own agenda to the detriment of the majority of rate payers they are supposed to represent. This year's council elections will be very interesting.
Please don't close Trenerry Crescent! As a resident of Noone Street, Trenerry Crescent is the closest safe access to my home. I run and cycle everyday, and have never felt unsafe using Trenerry Crescent. I also work at home full time, and volunteer in the community weekly. If vehicle access via Trenerry is cut off, the traffic will be pushed onto Hoddle and Johnston Streets causing further congestion, and delaying my access to community, work and home. There are times when I need to travel by car; in extreme weather, when it is late and I feel unsafe, and when my work at home is urgent. Closing Trenerry Crescent will compromise my safety, and my ability to conduct business while continuing to prioritize volunteer work. For the greater Abbotsford/Clifton Hill area, this will make it difficult to access our local shops & businesses on Johnston St, it will cut off connection with the community at Victoria Park, it will make door to door journeys on public transport longer and more difficult. There

Attachment 2 - Online survey comments

are already two cycle-ways/footpaths either side of the creek along Trenerry Crescent, but this road is our only direct two-way vehicle access to Noone Street when travelling from the south. With hundreds of residents living in houses and apartment buildings on Noone Street and Alexandra Parade East, we need Trenerry Crescent open to give vehicles, cyclists and pedestrians equal access to our homes and local facilities.
I hope that the Yarra Councillors who are so incapable of making a decision that they asked residents to decide for them whether to trial something for three months, will not be running for election later this year. We are in the middle of a pandemic where maintaining healthy lifestyles and safe distances between people is vital. Whilst Council wastes time "consulting" on closing a tiny section of road to motorised vehicles, the trial could already have been running for a month. Get on with it.
Dear Councillors, I writing express my strong opposition to the proposed closure of Trenerry Crescent to vehicle traffic. As a resident of Bath St - with two early primary school age children at Spensley Street Primary School - this will cause enormous disruption to our school commute. Unfortunately our children are too young to ride to school everyday and the alternative will mean we need to commute through Collingwood each morning. Moreover, Clifton Hill is our 'community'. All our friends and our children's friends reside in Clifton Hill as do the community activities that make our community so strong and vibrant. I also note that in various planning documents North Abbotsford is treated as a precinct co-located with Clifton Hill. So for both planning and geographic purposes you will be cutting a precint - and our community - in half. This will have a devastating impact on our lives that have already been greatly disrupted by the challenges that this year has brought us all. I implore you to consider the residents of North Abbotsford whom both geographically and socially are a part of the Clifton Hill community.
Neither option B or C are acceptable. Any form of closure would be negatively impact us in a substantial way
There does not appear to be any real valid reason to close this road. What is i my Yarra council is trying to achieve here? What are the concerns to even propose this as an option? Money and resources could be much better spent upgrading other roads and streetscape throughout City of Yarra. Inconveniencing local residents by closing a road that locals know, and use daily to bypass main arterial roads is completely unfair and unnecessary. Trying to go about ones normal life living inner city is already fraught with complications due to traffic flow. Why punish us further???
As a local resident we frequently travel on Trenerry Crescent. We cannot see any good reason for the Council to close this road. Vehicle traffic during peak hour is not a good enough excuse and people will still cut through other areas of Clifton Hill to avoid Hoddle Street congestion.
I do not beleive options 2 or 3 to be viable at all. As a resident of Gordon Street for the last 12yrs, we use this route regularly to access shops, relatives, friends and schools and closing this road will greatly increase travel time. After all, the reason people from outside the suburb use this as a 'rat run' is because of the already poor traffic flow of the alternatives. Making this change will significantly effect travel times and access. I see no evidence of actual cycling incidents, nor have I witnessed any in my time here. Please consider the silent majority when deliberating on this change.
Before a trial can be supported, please provide the criteria by which it will be assessed. What will constitute a "successful" trail and how will information gathered in the trial be used to moderate implementation in the future? My main issue is the use of the streets in Clifton Hill and Abbotsford during peak hours by "rat

Attachment 2 - Online survey comments

runners". A solution needs to be found for this, and the closure of Trenerry Crescent will simply concentrate them to more residential streets.
Needs something done. Incredibly dangerous section of road for cyclist, pedestrians and cars. Moving cyclists off the opposite bank Yarra trail would improve pedestrian safety and general amenity. Overall a strong positive for both the local community and Melbourne's overall transport infrastructure.
I am a bike rider and I feel confident there are ample other bike path options around this area. Trennery crescent is a key back route for Clifton Hill cars to get to Kew and the south eastern suburbs. This is important for school drop offs.
This is a critical road for car access in and out of Clifton hill. There are many safe alternative bike routes that don't involve trenerry crescent. Closure of the road to cars in either direction would amplify bottlenecks elsewhere in Clifton hill.
This road is an important and necessary way to travel through our suburbs.and shouldn't be closed off . the proposal is shortsighted .. create a wider bike path instead .. it will just lead to dangerous rat running in surrounding streets... it is misleading to link a road closure to a public health message and it is mischievous to suggest it will affect the spread of caronavirus .. there are other ways to encourage healthy exercise and using bikes to travel to work and essential services..including better paths in more appropriate streets which assist in riders getting around,.. there are real and genuine reasons for residents to use this road to traverse their suburbs and closure will especially disadvantage those unable to ride, including older residents, families with children and people with disabilities. Think again please and stop these shortsighted suggestions
Terrible idea. We need to maintain an easy way to access the freeway.
Hi there, The option of a half road closure will greatly improve Active travel use,as we proceed into stage 4 lockdown.With considerably less traffic on adjacent routes including Hoddle street the journey times will not be greatly effected. The opening of a lane will enable greater safety for both cyclists and walkers, it will also enhance the objective of Active travel and help safe distancing. A traffic control system will easily keep two way traffic too the single remaining lane. A ban on large commercial vehicles (including cement mixer trucks) using the Trennary Crescent route, and will help reduce current traffic throughput. A change to an enforceable "Local traffic only" zone for the Trennary Crescent route, will also help further reduce traffic levels. Local traffic volume and speed could be controlled with a ban on left hand turns from the end of Noone street into Hoddle street,as many vehicles use Noone street as a cut through to gain access to the eastern freeway. Instalation of a mid street Chicane on Noone street as is currently in place on the south side of Noone street,to help reduce traffic speeds. A complete overhaul and redesign of the Active travel infrastructure on Trennary crescent and surrounds,providing clear, safe routes for all forms of Active travel. A complete overhaul and redesign of the Trennary/Gray/Noone street junction,with the focus on Active travel,particular focus on safe pedestrian access to/from parkland.The current junction is extremely unsafe particularly for vunerable users. The current Active travel options,footpath and the part cycle lane are clearly extreemly unsafe and not fit for purpose.They both expose users to very high levels of risk,and act as a deterrent to the less experienced.
Trenery Crescent should become a dedicated bike and pedestrian route. This will reduce traffic coming from other suburbs and increase safety for cyclist and pedestrians.

Attachment 2 - Online survey comments

I am a Clifton Hill home owner and an avid cyclist. I am writing to express my: 1) strong objection to the proposal to close Trenerry Crescent (partial or full); and 2) concern regarding the approach taken by the Council in relation to this proposal. Below is a brief summary of my objection. Objections 1. Clifton Hill residents are dependent on Trenerry for vehicular access to critical services. It is a main reason why many young families, like mine, have purchased in Clifton Hill. To force these families to commute via bike, or to take Hoddle via car, is incredibly unfair and will have a significant impact on our daily lives. 2. While I am not a traffic engineer, I know the area well enough to appreciate that the traffic impacts to Ramsden and Roseneath in the AM and PM peaks, and to Hoddle in the PM peak, will be significant and will strongly impact the enjoyment of our beautiful suburb. 3. Should a 3 month trial period commence, it is likely to be during some form of lock-down (whether it be stage 1 to 4). Council will not obtain a true sense of the traffic impacts that this proposal will bring, given there are significantly less vehicular movements during this global pandemic. 4. Cyclists have feasible and user friendly alternative routes (i.e. Main Yarra Trail into Roseneath Street - a route I often take), but vehicle users do not (i.e. given the only possible alternative is Hoddle Street, which is anything but feasible and user friendly). 5. Residents have expressed to the Council alternative options to widen the existing track which, I understand, have not been explored. Concerns 1. I understand, via talks with other residents, that initially the Council did not intend to engage in meaningful consultation with residents. If my understanding is correct, the approach is concerning given the significant impacts the proposal will have on rate payers. I will be looking into this matter further should the proposal proceed. 2. Using COVID as the reason behind the proposal is perplexing. Giving pedestrians and cyclists extra space on Trenerry, when it is impossible to keep 1.5m apart on the balance of Council trails, would not assist in the fight against COVID. Thank you for considering my email. I hope that Council pursues the sensible option here.
I think if half Road closure, it could be on a traffic light system, so that both north and south bound is possible - like with road works.. it would be slower, but at least possible for local traffic. I think in pre Covid, it would be difficult to have to rely on Hoddle Street, but in current climate, with much reduced traffic, either full or part closure is fine. Especially if we go to Stage 4, cycling and walking paths with sufficient space for social distancing will be more important than car access. This is a busy cycle route and walking path.
Cars often cut corners northbound and southbound at the 90 degree corners, squeezing out the already narrow bike lanes. Would be safer to stop cars using underpass. Shrubs also overhang northbound bike lane. Connection from road lanes to and from Main Yarra Trail and Merri Creek Trail could also be improved. E.g. To avoid the footpath northbound off Yarra trail you have to cross traffic lanes twice.
This is a disgraceful attempt by council to impose a significant impact on Clifton hill residents who need to travel to the east for work and in particular to take children to school without even asking residents until forced to. There is a separate path that cyclists can and do use along the river and not even use the path on the road. There is no separate way for cars Coming from the eastern side of Clifton Hill apart from using Hoddle st and then Johnson st.
I am a cyclist resident in Clifton Hill. I am a home owner and pay my rates. I oppose the proposal to close trenerry (both full or partial). A summary of the reasons behind my view are set out below: 1. We residents are dependent on trenerry crescent to access critical services by car including

Attachment 2 - Online survey comments

education, health, emergency, retail. 2. Forcing us to use Hoddle as an alternative is unfair and dangerous. The traffic impacts on Ramsden and Roseneath will be disastrous, and I hate to think what the right turning lanes on Hoddle into Ramsden and Roseneath will be like in the pm peak! 3. Cyclists have feasible and user friendly alternative routes to Trenerry (ie Main Yarra Trail into Roseneath St) , vehicle owners do not (ie given the only alternative is hoddle which would mean significant time on the commute). 4. The traffic jams along Roseneath and Ramsden will impact the feel and enjoyment of the area. 5. While I ride my bike often, having a young family often means I am car dependent. I cannot commute, with baby and luggage, via bike. This is the case for most in Clifton Hill given the demographic of the suburb. So forcing young families like mine, who purchased in Clifton Hill partly due to the easy vehicle access to services for my children, is incredibly unfair. 6. There are other options available to widen the existing tracks without having to close Trenerry. Represent your residents, not bike lobbying groups. I also take this opportunity to note: - Yarra's initial hesitation in engaging in meaningful consultation is alarming and deserves investigation/FOI. A reminder that you represent the residents and our voices will be heared come election time if this proposal is approved; - using covid as the reason behind this proposal is in extreme poor taste and a complete cop out. Giving pedestrians and cyclists extra space on trenerry, when it's impossible to keep 1.5m apart on the balance of council trails, is not helpful. Given the lack of initial consultation, and that meaningful consultation was only triggered when state govt and Jolly applied pressure, I believe Yarra is pushing another agenda. Using a global pandemic to do so is in extremely poor taste. It's shameful and I am really quite upset about it.
I am a cyclist resident in Clifton Hill. I am a home owner and pay my rates. I strongly oppose the proposal to close trenerry (both full or partial). A summary of the reasons behind my view are set out below: 1. We residents are dependent on trenerry crescent to access critical services by car including education, health, emergency, retail. 2. Forcing us to use Hoddle as an alternative is unfair and dangerous. The traffic impacts on Ramsden and Roseneath will be disastrous, and I hate to think what the right turning lanes on Hoddle into Ramsden and Roseneath will be like in the pm peak! 3. Cyclists have feasible and user friendly alternative routes to Trenerry (ie Main Yarra Trail into Roseneath St) , vehicle owners do not (ie given the only alternative is hoddle which would mean significant time on the commute). 4. The traffic jams along Roseneath and Ramsden will impact the feel and enjoyment of the area. 5. While I ride my bike often, having a young family often means I am car dependent. I cannot commute, with baby and luggage, via bike. This is the case for most in Clifton Hill given the demographic of the suburb. So forcing young families like mine, who purchased in Clifton Hill partly due to the easy vehicle access to services for my children, is incredibly unfair. 6. There are other options available to widen the existing tracks without having to close Trenerry. Represent your residents, not bike lobbying groups. I also take this opportunity to note: - Yarra's initial hesitation in engaging in meaningful consultation is alarming and deserves investigation/FOI. A reminder that you represent the residents and our voices will be heared come election time if this proposal is approved. - Using covid as the reason behind this proposal is in extreme poor taste and a complete cop out. Giving pedestrians and cyclists extra space on trenerry, when it's impossible to keep 1.5m apart on the balance of council trails, is not helpful. Given the lack of initial consultation, and that meaningful consultation was only triggered when state govt and Jolly applied pressure, I believe Yarra is pushing

Attachment 2 - Online survey comments

another agenda. Using a global pandemic to do so is in extremely poor taste. It's shameful and I am really quite upset about it.
Further to my earlier response I wish to add that as motorists pay Registration ton their vehicles before they can drive on the roads, is it fair that as bike paths are now taking up about 1/3 of the width of roads that cyclist pay no registration like cars and motor bikes have to?. And again I only have one preference, NO CLOSURE
Sorry to whoever is tasked with reading all the unhinged feedback from ratepayers!
I think closing Trenerry Crescent is a bad idea.
I don't think closing Trenerry crescent is a very good idea and will be a huge inconvenience for residents who live in this area.
As someone who regularly cycles and runs along this trail, it's been hard to ignore how dangerous Trenerry Crescent is for cyclists and pedestrians alike. This route is an important part of the trail connecting Merri Creek and the Yarra River, and its closure to vehicular traffic would allow for greater amenity for a large number of people across the inner north and inner east.
As a Trenerry Cresent resident this is a really important route to access our main shopping village in Clifton hill as well as other northern suburbs so I do not support closing it. Diverting traffic to hoddle street is an awful option for 2 reasons. Turning right onto Johnston street from both Lulie St and Trenerry Cresent is really dangerous during peak times. And then once that is achieved there is no right turn on hoddle meaning we would need to do a full u-turn just to head north again and battle 4 sets of lights on the way. To block in a huge number of residents in both Clifton Hill and Abbotsford seems absurd. I'm also a cyclist but I have plenty of cycle options in and out of this area so do not see the justification around creating safer riding conditions in this area.
This closure would add a significant amount of time and pollution to my partners daily commute as a healthcare worker in Heidelberg. Unless you're willing to make alternative routes or reconsider how cars get onto Johnston Street with ease and without queueing for a long time during rush hour, then TC should not be closed for a trial. Also the idea that we need more pedestrian space right next to the Yarra Bend is slightly ridiculous. People enjoy walking in this area to be near the river not next to the highway.
There is no way the results of this survey will show the true wishes of those who would be most affected by any changes to Trenerry Cres, those being Clifton Hill and Abbotsford rate payers. 1. It's existence would not have been brought to our attention if it were not for Stephen Jolly's flyer and then word of mouth & social media. 2. Bicycle and other groups intent on pushing cycling, were quick off the mark putting links on their numerous web and Facebook pages, including paid advertising, telling people to vote to have Trenerry Cres closed. One of these, the Bicycle Network, boasts almost 50,000 paid members and in pushing its members to vote in this survey, they have quoted "The street no longer plays a significant traffic function, but it has proved a convenient link for riders on the Merri Creek and Main Yarra Trails to connect into local neighbourhoods and through to the vital underpass at Clifton Hill station." 3. This survey allows for anyone, anywhere, to register their views without any knowledge of our locality and voting can be done multiple times by the one responder using different information. 4. As I refuse to vote for options 2 & 3, will my NO CLOSURE vote be cancelled and not counted? This is not how you conduct a survey or even arrive at a decision as to whether it is warranted in the first place. Using Covid-19 and the environment as reasoning for this move is ridiculous. For a start drivers and pedestrians wearing masks do not spread germs, whereas some bike riders & runners are not wearing masks and may be passing the virus on to pedestrians they pass. Forcing cars to spend around 30 mins more on the roads using more petrol and putting more exhaust in the air is definitely not environmentally friendly.

Attachment 2 - Online survey comments

All you have done is put more stress into our lives. I am 77 and have health issues, so this is the last thing I need. I use Trenerry as a pedestrian and by car to access shopping, my GP, medical specialists, my daughter in Collingwood & friends in Abbotsford, Richmond and Kew. There are many people, including the elderly & those with disabilities, who neither drive nor ride bikes and do not walk everywhere. Those people often use taxis & uber and will be faced with higher fare costs and longer journeys. Trenerry is an essential entry into Clifton Hill and beyond for Emergency vehicles. It is the quickest route from Collingwood Police Station and has far less holdups than Hoddle Street for ambulances and fire engines.
Though Trenerry is a nightmare during normal peak hours, at the moment it is good. Most of the traffic appears to be local and driving respectfully. On the few occasions I drive, I appreciate not having to use Hoddle St to get to Richmond and Kew. As a cyclist and pedestrian, I do not use this section of road but either cross the freeway using the footbridge (much quicker) or ride on the other side of Merri Creek. The changes appear to be quit a bit of pain for very little gain.
As an Abbotsford resident reliant on a car, by closing or partially closing Trenerry Crescent I will have to use the highly congested Hoddle Street to access amenities and shops in Clifton Hill and other Yarra areas. To generalise, residents will have increased travel time accessing amenities within the City of Yarra which acts as a deterrent to shopping in the area, increased congestion on Hoddle St and possibly further bottle necks at access points to Hoddle St. I regularly use Trenerry Crescent, at various times of the day and there a few cyclists. There is already a bike lane on the crescent and one running along Yarra Bend. If any change is actually necessary, restrict the use of Trenerry Crescent to City of Yarra residents only.
Way to go Yarra council! We use this street a lot as bike riders and this is very exciting. I wish Boroondara Council were even a quarter as proactive as you are on climate! so excited that you're putting big ideas out there for discussion! You rock.
As a Clifton Hill resident reliant on a car, by closing or partially closing Trenerry Crescent I will have to use the highly congested Hoddle Street to access amenities and shops in Abbotsford and other Yarra areas. To generalise, residents will have increased travel time accessing amenities within the City of Yarra which acts as a deterrent to shopping in the area, increased congestion on Hoddle St and possibly further bottle necks at access points to Hoddle St in Clifton Hill and other areas. I regularly use Trenerry Crescent, at various times of the day and there a few cyclists. There is already a bike lane on the crescent and one running along Yarra Bend. If any change is actually necessary, restrict the use of Trenerry Crescent to City of Yarra residents only.
Absolutely ridiculous to close this vital road City of Yarra councillors you have the community support on this - how about listening to your constituents. These decisions need to be made with local community consultation and not done because lobbyists who do NOT live and need to move around these local suburbs believe it to be in their best interests. There will be an utter revolt against the council if this road closure proceeds
I live in Clifton hill and use Trennery crescent daily to go to work, it is not acceptable to close access for local residents. I will oppose tis proposal in the strongest manner.
A closure would be a major disruption as there is no practical alternative within reasonable distance.
As a resident *very close* to this plan (old Clifton Brickworks), I would surely *benefit most* from this plan. I occasionally cycle to work and often drive to work to go to Kew. Closure of this road would create a significant negative impact on my travel route / time. This closure does *not* create a pocket of natural beauty, or a useful 'play' area. I could be brought around to closing southbound traffic, despite the inconvenience to myself, because

Attachment 2 - Online survey comments

the current route under the freeway for pedestrians + cyclists is crowded: while most cyclists are now going on the road, (thank-you for installing the cut-away on the south side of the freeway - asking cyclists to get off the footpath without it was stupid), it is still quite cramped with runners / walkers in both directions. Very noticeable today when the sun was out on a Saturday. Have you considered a WEEKEND CLOSURE? Also: there is zero policing of the No Left Turn into Trenerry Crescent from Johnson St 4-7pm, so it is ignored. Glad you're thinking and trying to make crazy plans. Not sure I agree with this one much more than 10%
Having lived in this area for 12 years my journey through Trenery Cres is travelled at least 3 times weekly, shopping at KEW Woolworths, Art classes in Hawthorn and all Doctors, Dentists Optomertrists Appointments in Camberwell, closure would mean extra time travelling through Kew back streets or main streets and the Junction creating much more traffic in Kew, already super busy. Bikes and pedestrians have enough alternatives without making cars loose access to their properties and sit in heavy traffic. My suggestion is to change the direction of busy one way streets in Clifton Hill, this would help slow evening traffic ie YAMBLA STREET. Morning cut through traffic is well before school children are out n about, it's the traffic from 3.30 onwards ie tradies that are the problem. AS A TAX PAYER I DO NOT WANT THIS TEMPORARY CLOSURE TO GO AHEAD, ITS MY FAVOURITE CALMING JOURNEY TO MY HOME
I only have one preference
This would be very dangerous It would mean the only exit out of this area being Johnson St, which can be incredibly busy Cars have to be taken into consideration too , particularly as there are a number of bike trails and walking paths already available to riders and pedestrians When I use Trenerry, it is rare for me to see a bike I feel it would be a huge, dangerous inconvenience to the neighbourhood
Stupid idea. Leave it alone.
Roads are public spaces, will be good to see more space dedicated for alternative transportation. Great for our health and community. Currently I feel our areas are unsafe and very car dominant.
Silly idea to close road
1. I would prefer to exclude option B & C entirely, I find neither acceptable. 2. Using Covid-19 is a poor excuse for this proposal when it is a simple matter of consideration for others to enable social distancing. 3. To force the only access to and from the south onto Hoddle Street creates inconvenience for residents who are unable to, or choose not to ride or walk. It also creates a risk to residents when emergency vehicles do not have an alternative access. 4. The real issue should be how to increase capacity of the existing bridge and paths separated from the Trenerry Crescent underpass. (Bikes should be removed from the underpass raodway for their own safety.)
It's not fair on the car drivers of Clifton Hill & Abbotsford to have this convenient link that avoids having to do battle in busy Hoddle St removed. I have 2 suggestions. 1 Instal speed humps at both ends and in the middle with a 30kph speed limit and appropriate warning signage. 2 Create a bike lane with protective screwed in barriers as for Copenhagen style lanes plus 2 narrowed car lanes with warning signs at each end saying "Danger Slow Narrow Lanes" and with speed humps.
I do not see any benefit for either closures at all. We went through a long process to stop Trennery crs. being used as a thorough fare to no avail. no one is policing the illegal left turns into the

Attachment 2 - Online survey comments

crescent.All the closures will do is inconvenience the residents who use this way to get to other suburbs in their area. You have not really explained how the closures would help or whom it would really benefit. Bike riders and walkers are already serviced by the constructed bike and walk paths. All I can see that I will have to use Hoddle st. which has its own problems. Definitely no closures of Trennery Cresent
Before COVID-19 I lived in Noone St Clifton Hill, unfortunately I have had to move with the pandemic but I loved living in Yarra. I would regularly use Trenerry Cres as a driver, cyclist and pedestrian. Pre-COVID in the morning and evening peaks there was a constant stream of vehicles using Trenerry Cres as a through route. As a result it is not a pleasant or safe route for cyclists with cars accelerating hard and braking hard between the speed bumps. Often this would cause less confident riders to (illegally but understandably) to use the small pedestrian footpath on Trenerry Cres under the Freeway. With the unprecedented reduction in travel demand caused by the pandemic I believe its a great time reclaim some of our road space for people - all be it on a trial basis. As such I applaud Yarra for the Making Space initiative and specifically proposing to trial closing Trenerry to traffic. With the parallel Hoddle St having just undergone an extensive upgrade to increase its traffic capacity I believe taking some local space back for people is justified and consistent with promoting active/sustainable travel. I hope the council is able to stand firm against those who will demand they have have "the right" to drive on Trenerry, Yarra is a leader in creating safer conditions for active transport.
Please prioritise work on a permanent change that benefits walkers and cyclists. This may include slowing traffic down, removing the metal barrier, slightly widening the useable space, giving priority to cyclists over cars (cyclist can use full lane and cars may not overtake), ensuring the footpath is only used as a footpath, making the connecting shared paths for cyclists direct them to the cycling-specific infrastructure. Some key measures can be limited to the most constrained area such as directly around Eastern freeway underpass.
The speedhumps are smaller than the wheelbase of most cars - allowing cars to speed through here. BEFORE a closure, a trial of full road width speedhumps should be done
Trenerry crescent is a major road for us to access shops in Abbotsford with no congestion. If we want to access the area, we have to go around and onto Hoddle st which is always heavy with traffic and most inconvenient for us in Clifton Hill.
I've been a resident of Clifton Hill (CH) for 20 years and a keen and regular bicycle rider and as such always pleased to see any improvements which will make it safer for the rider and also encourages more people to ride. Having said that any changes must be made in consultation with the stakeholders, in particular, the residents who are directly affected. The Yarra Council's attempt at pushing through partial or total closure of Trenerry Crescent without consulting its rate payers directly affected is a disgrace and flies in the face of the democratic process. The Councillors are elected by their constituents and hence should represent them and their interests. With regards to partial or total closure of Trenerry Crescent these options were rejected some years ago when a traffic management plan for CH was being developed so why bring it up again! Trenerry Crescent is a vital link for the CH residents and emergency vehicles. Being forced out onto Hoddle Street just to get to the other side of the freeway, particularly at peak hour, is absurd as it would add a considerable time to the journey and more unnecessary traffic on Hoddle Street. For example, a family who lives south of the freeway and have kids attending Spensley Street Primary would have to go via Johnston and Hoddle Streets before heading into CH again to drop their kids off or collect them – at peak hour this could take anything up to an extra 30 minutes. There are plenty of bike paths that riders can and do use (including myself) to get from south of the freeway to the north side and vice versa. Signs displaying these should be erected to inform riders and pedestrians. If the Council really wants to make a difference, then it should make the current footpath wider (by

Attachment 2 - Online survey comments

using the embankment and not the road) and create a 2 way bike and pedestrian path– that way both the residents and riders would be happy.
The path currently there is about the same width as current shared paths in the area. Why on earth can the current path not be made shared for pedestrians and cyclists. Could you please give me a viable reason for this proposal. Where is the study that shows this is necessary, this proposal beggars belief. At the moment cyclists have taken over footpaths everywhere, including shopping strips and footpaths in Park. It has become a nightmare trying to go shopping or a walk in the park, especially Darling Gardens with cyclists using it at speed, endangering children, instead of using the cycle path around the Gardens, which has just been updated at great expense using OUR rates Cyclists belong on the road and should be forced to abide by road rules and perhaps pay a nominal registration fee like all other vehicles. Please Councillors, find something that benefits ALL of the community, not just a few.
This road is a rat run, and I've been intimidated a number of times as a cyclist.
At this point I support option AThis provides no amenity to those who live in the Clifton Hill area between Dights Falls and Heidelberg road and diminishes what we have. The only plusses are for cyclists, many of whom are not local and are using the pathways as their own super highway - speed and all. It leaves only one car option for travelling to Johnston street and Kew from the northern corner of Clifton Hill or indeed reaching other parts of the Yarra Municipality. It will encourage even more speeding through cyclists who are actually spoiling the ability of locals to stroll and use pathways, to enjoy their local parks, and favours cyclists using the pathways as a race track and road alternative when already all the local roads have bike lanes the cyclists don't use in very large numbers. No detailed studies or information of what the actual problems with this section are or the magnitude of the problem, have been provided. Only a vague reference to accidents (what kind, how many, over what period, what outcomes, how did this come to notice and how is it different from other shared roadways, what traffic would be disrupted including volumes and what options those people will have in the loss of this travel option) Nor have other alternatives to actually deal with the claimed problem been raised or discussed. There is no information about which groups have proposed this and what their possible vested interests might be. This is important information as it feeds what the best way forward might be. The process that has lead to this proposal is opaque with no explanation of why other solutions to the claimed problem have not been canvassed. The proposal only has options about the closure or not of the road, not other options that might resolve the perceived problem that supposedly prompts this idea and the problem you are trying to resolve is not clearly articulated. Considerably more information which is not skewed to particular outcome needs to occur before proceeding with any proposal.
I would really prefer to keep Trenerry open.
Closure of Trenery Cres to cars is completely unnecessary. Since the opening of Chandler Hwy, traffic in Clifton hill has significantly improved. There is now no ongoing traffic issue on Trenery Cres. Clifton hill residents like myself need local access to areas immediately south if the freeway for work and school. Closing Trenery cres adds at least 30 min each trip to this journey. Such a backward and unnecessary step. Please keep Trenery Cres open to cars.
I would like to know what the motivation for this ridiculous proposal is? With Johnston Street prohibiting right hand turns into Hoddle, the Trennery crescent route is the only quick and viable way for Abbotsford locals to access the Eastern Freeway and for those of us who have to use it to get to work or to reach family. If Trenerry was not available, then it forces us to either take a massive detour through Collingwood or spend time trying to cross three lanes of Hoddle Street to access the u-turn - which is nigh impossible at most times of the day once traffic returns. There are ample alternative

Attachment 2 - Online survey comments

cycle and walking path so close by, I cannot understand why this proposed change has even been put forward. Your supposed reasoning makes absolutely no sense and you have not provided us with any evidence, statistics or clear rationale as to why this totally unnecessary, unwarranted and unwanted change is even being proposed. A categorical NO from this ratepayer!
Please provide an impact assessment study that demonstrates the need for this. Having a trial on the whims of brain spark in not good enough, and negatively affects upon people who rely on that road as a link between Fitzroy / Clifton Hill and Abbotsford / North Richmond - especially during peak hour times when Hoddle st / Wellington st are at a near standstill, and not to mention the risk of increased accident at these intersections.
If one lane is closed I would prefer that traffic could go both ways with a stoplight allowing this I use this road to access the toy library from Clifton Hill and prefer this to going out onto Hoddle St and then down Johnson St
Disgraceful lack of community engagement here. Will simply make entry and exit at Hoddle street impossible.
I use Trennery Crescent frequently, find it convenient and would not like to see it closed.
I'm a cyclist and I walk every day - I drive maybe once a fortnight when I need to do a big shop and that is the only road out of Clifton hill - it would be terrible if closed
Trenerry Crescent remaining open is very personally important to me I live in Clifton Hill and my very frail elderly parents (Chronic pain, Diabetes 1, Alzheimers) live in a unit in Kew. As well as using Trenerry Crescent at least twice a day to access them for meal prep and cleaning, I am also the first responder to their emergency system. I am also a dog walker. I have been spat at by middle aged men in Lycra, on shared pathways trying to 'up' their times. These people are not from our community I respectfully suggest these cyclists can travel the extra distance. True cycling commuters use the existing pathways respectfully, and don't need another path....there exists a path not 50 metres away from Trenerry Crescent.
It seems like an unnecessary inconvenience to residents of Trenerry Crescent who do need to use their cars for commuting and will force all north bound traffic through the Johnston Hoddle intersection. Cyclists have other options to avoid using that section of road.
I drive on this road to visit my elderly mother. She lives on Trenerry Crescent and it would take twice as long to take another route.
There is absolutely NO quantifiable evidence to suggest even a partial closure of Trenerry Crescent is necessary - COVID-19, rat running, traffic accidents or otherwise. I am appalled that this proposal is largely being driven through PAID advertising by funded lobbyist groups who are not even local to the area!!! I am appalled at the bias that Yarra City Council has demonstrated in favour of closure through no consultation with residents and through setting up a preferential "Your Say" system which a) allows ANYONE to contribute: b) Shows significant preferential bias towards favour of closure; c) is not even a vote!! Tell me, how can residents legitimately and successfully vote against proposed closure of Trenerry Crescent if Yarra City Council backed by funded lobbyist groups have already predetermined the agenda and outcome with a total lack of substance? AS EVIDENCED IN THE 22 JUNE MINUTES!!! This is an explicit breach of the Councillor Code of Conduct!!!! Trenerry Crescent is the ONLY road allowing residents to cross a major freeway without adding 30-45 minutes to a simple trip to essential shops, supermarket, schools and work! By closing Trenerry Crescent you are effectively trapping residents. By closing Trenerry Crescent, residents will be FORCED to make dangerous right hand turns from Hoddle Street into Clifton Hill during peak hour traffic. There was a fatality at the intersection of Hoddle St and Roseneath St JUST LAST YEAR! By closing Trenerry Crescent how Will emergency services have quick access? By closing Trenerry Crescent how do you suppose this will affect families with young children, elderly and the disabled who cannot ride a bike?!

Attachment 2 - Online survey comments

By closing Trenerry Crescent, locals will be forced to sit idle in traffic along Hoddle Street, adding to significant fumes and pollution! There is a PERFECTLY safe and functioning bike path DIRECTLY NEARBY Trenerry Crescent. I for sure along with MANY other local residents will be making sure my vote counts next Council election.
Why is this being considered? Please disclose the cause of this being considered.
Trenerry Crescent provides an essential route between Clifton Hill and Abbotsford where my family shops and eats every day
Stop restricting access. People all over the world take short cuts through other areas. What makes Clifton Hill so special? I want to be assured an ambulance or fire engine has the option to enter Clifton Hill via Trenerry Cres for everyones safety.
The closure of Trenerry Crescent is the most ridiculous idea. It is a local road used by locals. The road feeds locals to schools, work, supports small businesses and allows a connection from Abbotsford to Clifton Hill. It is not a dangerous road and there are bike paths available already as viable options. The extra pressure put on the main roads and increase travel times will only place extra stress on people and families at a time when that is the last thing needed. Do not close Trenerry Crescent. Do not even trial it.
What is the real problem that we are trying to solve it is not clear. We live in Fitzroy North and use this route to commute to my sons school just the other side.
To close Trenerry Cres. would inconvenience soooo many people in many many ways I totally disagree with the idea !
My mother lives on Trenerry Crescent whom I need to take care of on a regular basis. Closing Trenerry Crescent would make it much longer and more difficult for me to get to her home.
Please focus what budget you have on maintaining our existing park lands instead of using it on projects like this that will negatively impact on lots of local commuters and bring limited positive outcomes.
This will make my daily commute so much harder. This will affect many local commuters in a negative way, which is not a great idea when these same people already are struggling with the impact of the pandemic.
As a local commuter who uses this road daily, I am already struggling with problems from the pandemic, and this will just make things even more difficult for me! Please do not proceed with this. Please look to do something else that will help people.
This proposal makes no sense to me. I live on Trenerry Crescent and use this underpass daily in my commute to work (in a car). Closing off the road will cause needless congestion at the already very busy junction of Johnston St and Hoddle St and increase commute time and stress for residents. If the intent is to increase cyclist safety then a better solution would be to ban cyclists from this stretch of road - they can easily cross Merri Creek, then use the Main Yarra Trail to pass under the freeway, then cross back over the creek to meet up with the Merri Creek Trail. It would add 600m to their ride along a beautiful trail, rather than forcing more vehicular traffic through a horrible intersection. I would also like to see signage at both ends of Trenerry Crescent saying local traffic only to discourage use of the road as a thoroughfare by non residents. If this trial were to go ahead then the traffic light signal cycle at Johnston and Hoddle should be reviewed and adjusted to allow more time for cars turning right onto Hoddle Northbound.
Given the council needs to cut spending and focus on supporting struggling local residents, projects like these make no sense and should be discarded
keep it open- it's an important link between communities and cute aspect of the neighbourhood. Already three bike/ pedestrian paths catering for that link:Overpass, protected path next to road and path next to river. I use it all the time

Attachment 2 - Online survey comments

I frequently use the underpass to access Abbotsford and would hate being forced to add to the already crazy Hoddle St traffic flow.
There is only one viable option. Keep it open! As a mother of two young boys I would no longer be able to access the children's farm, toy library, Kew junction. The lack of vehicle access in/out of Clifton hill for emergency services if the road is closed is dangerous and WILL cause people to die!
Trenerry Crescent provides an important link between communities, promised when the freeway was built. The freeway is a huge, unnatural barrier separating the neighbouring communities. It is also a quaint little drive adding charm to our neighbourhood. There is already a path along the river catering for bikes and pedestrians as well as a protected path next to the road. I frequently enjoy walking and cycling along both paths and don't find there is a need to extend the facilities further at the expense of vehicles
I can't see any valid reasons for any closing of Trenerry Crescent in any form. In my experience of using this route intermittently at various times of day for several years, the traffic flows and is relatively light for an inner city route. Also the route speed is heavily prescribed by the presence of 40k per hour signs, speed bumps and roundabouts. So bike riders should feel safe and protected. I would be interested in knowing the number of incidences where bike riders and pedestrians have been involved in accidents with cars on this route as I believe it would be low. There is good visibility and the cars are controlled by the means mentioned above. To close the route would force even more vehicles onto the appalling bottleneck that is Punt Road. I also fail to see how any proposed closure (lets be honest this is usually a precursor to a permanent closure) will improve the Climate Emergency Plan (the vehicles will only be diverted to an alternative route), create any safer routes to schools (where are they in the immediate vicinity??) or create a safer distance on the bike trails. Riders who travel on the bike trails are using the trail not Trenerry Crescent. Perhaps you might redirect your funds and energy into creating bike paths separate from walking paths so walkers don't have to use shared paths where they are currently bullied and intimidated by the unfortunate riders who feel they have priority.
The total lack of community engagement by the council on this proposition is criminal. I will be watching to see exactly which councillors vote in favour of this and I will be voting you out in October
This was a completely unnessesary process
Love it - should be permanant.
This protection of Clifton Hill for the residents is not helpful to those who have a long car commute from outer suburbs. The roads are for everyone and should not discriminate against the less fortunate. Many local people also use this route for taking children to schools. The preferencing of bicycle traffic singling out young fit adults instead of the whole community seems to be at work here. The rest of the population is a much larger group of assorted people of children and their hard working families, people in various industries like health who need their cars for work, the increasingly large number of the elderly and various people with handicaps. Build the best cycle routes for that minority but remember the rest of the population are equally in need of consideration.
I do not support any closure whatsoever. There is no purpose and certainly would be detrimental to the residents and visitors in particularly in Clifton hill and Abbotsford. This will only increase traffic on already overstretched roads just as Johnston street and Hoddle street. The way the council has gone about this proposal has been disrespectful and underhanded and I'm sure will be reflected come next election.
The lack of initial consultation is undemocratic For a 200 metre stretch of road it is unbelievable To allow non residents to have equal opinion is not a fair representation of the local community

Attachment 2 - Online survey comments

There are ample bike paths (Yarra has done a brilliant job) if you are a leaner there are plenty of fantastic open spaces to learn Emergency services need as accesses as possible as many elderly people live in the clifton hill job Emergency services will be severely restricted as they have reported
It would be valuable to understand the purpose of this project, what is it trying to achieve. I think this would assist the community in buying into the closure.
I live on Spensley St and can only vote for no closure of Trennary Crescent. The reasons are as follows: - Abbotsford Convent and Collingwood children's farm would be not accessible to my family (2 children under 3) - would cancel our membership at collingwood toy library - unable to access local shops such as Rita's pizza on Johnston St - my mother in law (who is also a carer for my eldest son) lives in Kew off Studley Park Rd, this would likely double if not triple the time and distance required to travel between our houses - I work in Richmond and use Trennary Cres to access work - Emergency access to Clifton Hill from our closest depots in Richmond puts Clifton Hill at extreme risk - Clifton Hill would be like a poorly designed housing estate with 2 reliable exits points (Roseneath St and Fenwick St), Ramsden St is not effective and can take upwards of 15mins to use at peak hour due to the level crossing If the closure was to go ahead, Clifton Hill residents would be forced to use council services and local businesses in Fairfield and Northcote due to easier accessibility Also how COVID has any bearing on the load term road management is baffling. The bias toward bikes being a preferred transport method also disadvantages people in our community with a disability and our older resident where using a vehicle is their only option to engage in our community. I was offended by the mail drop from the council as it was a very biased letter wanting the closure to occur when previous attempts at closing Trennary Cres have clearly found the local residents need and require the road to remain open (2011/12)
I object to any change. I am a resident in Clifton Hill for over 20 years and rate payer. I use Trennery Crescent regularly, to get to my employment, saving me time and money and also keeping traffic off the busier roads(Hoodle and Johnston Streets).
For people in the north of Abbotsford (particularly north of Johnston), access to the M3 and Clifton Hill is almost impossible during the day, especially during peak hour when there is no right turn onto Hoddle from Johnston. Even outside peak, that turn can take multiple light changes and in some cases 20 minutes to complete. That does not include the time taken to turn right from Lulie or Gold St onto Johnston St which is at best slow and at worst incredibly dangerous. The optimal decision would be to expand the width of the path and make it a shared cycle path to remove the 'safety concerns'. As someone who has lived near Trenerry Crescent for nearly two years I have never seen an issue with safety for cyclists on the shared path. Nor have I seen any issue with traffic, even in the morning rush where people are 'rat-running' and bypassing major roads from Clifton Hill and Heidelberg Rd. I think this is a poor decision but if the council must spend ratepayer money on additional changes, a closure of the southbound lane and/or an expansion of the cycle path would be the only way to make it worthwhile.
This road provides a link mostly used by local people. Improve the bike paths and segregate cyclist and pedestrians on the existing link
Closing this would close a vital link between the two suburbs. Please don't do this.
Stop closing local roads that locals use to navigate living in the city and the traffic on major roads. People who don't live here but who pass through for their daily commute need to be discouraged from using their cars - as opposed to residents being told to leave their cars at home to take their kids

Attachment 2 - Online survey comments

to sporting matches and music lessons with all the gear that goes with that. In North Fitzroy, local access is being restricted and Nicholson St has no right turns and U-turns are about 1km apart. You can't even ride a bike across Nicholson St any more because of the huge barriers along the tram tracks. Your supposed to work for us - stop making it hard for locals who live here.
I see little practical value to close access; there is already a pedestrian bridge across the freeway, & there are speed humps throughout Clifton Hill to slow down traffic. There are also Right hand turn restrictions in place. Hoddle Street doesn't need any more traffic.
This is an important alternative route to suburbs like Abbotsford and Richmond that takes traffic of Hoddle St. I have not noticed high traffic passing through residential Clifton Hill to enter Trenerry crescent. And I'm sure it's a route many locals there find convenient rather than the traffic light heavy traffic heavy Hoddle St.
Please leave open as entry to Clifton Hill from Hoddle st is grim
Driving access to homes around Noone St and Ramsden St would be awful if Trenerry was closed to vehicles long term. The alternatives of Hoddle St or the Chandler Hwy/Heidelberg Rd would add a significant amount of time time to my daily commute.
Why is there no mention in the proposal about exactly how bike riders will benefit with these changes? Will there be marked lanes on the road? Will the current footpath (riverside) be expanded and the barriers removed? The current situation is dangerous for riders.
This will add tremendously to Hoddle St traffic and travel times for anyone wishing to travel to and from the eastern suburbs. Terrible idea
This proposal is STUPID. That is all.
Necessary to keep this road open for alternate to Eastern freeway when Eastern freeway is blocked due to accidents etc Necessary for emergency vehicle access.
I am strongly opposed to any closure of Trenerry Crescent. I am very concerned by the attempts to get this through without community consultation. I am very concerned that council has been unable/unwilling to answer my questions regarding this proposal. I would like to know what data is informing this decision? Eg how many collisions have there been involving pedestrians or bicycles on Trenerry Crescent. What consultation has been done with Ambulance Victoria and the Metro Fire Brigade about cutting off emergency access to this part of Clifton Hill? How many extra minutes will it add to emergency vehicles attending emergencies? Why did council consider it was acceptable to push this through without consulting the very residents that have been affected? Is council paying for advertising regarding this proposal, for example, with bicycle user groups? If yes, why is this considered an acceptable use of public funds?
Please please please don't close this road, it's a thoroughfare for most locals and those working in the area. We visit the beautiful falls by car all the time as the kids really love the area. This access road is so important to keep traffic flowing, rather than cause greater bottlenecks along Johnson st and others around the area, its already a nightmare at peak times. This road is key for me and many others getting to and from Abbotsford and Richmond. I have 3 young kids and we use this road all the time (except in lockdown). We go to the farmers markets and other attractions in the area via this road. It's too far for us to ride there. Please consider other options as more speed humps or reduced speed instead. Please do not close this road at all.
I'm dismayed by the lack of data the City of Yarra has provided to 1. Justify the need for this proposal. 2. Explain how any trial would be assessed. 3. What data driven outcomes the City of Yarra is trying to achieve. Making decisions without data is negligent. If you really want some anecdotal feedback on your proposal to close "Trenerry Crescent to vehicle traffic in response to the coronavirus", I would say that there are multiple options for cyclists and

Attachment 2 - Online survey comments

pedestrians to traverse (socially distance) the area around Trenerry (Yarra Trail / Pedestrian Overpass) without closing Trenerry to Traffic. Trenerry is an important vehicle route for me and my family and I never want to see it closed in either direction Please don't waste rate payers time and money with half-baked proposals not supported by data or analysis.
Bikes are cars are not the same. They are not substitutes, not everyone can ride a bike, not everyone can drive. You can not say closing this road will increase bike usage. This is so crazy
Although I do use this route to get to work, and it would add an additional 5-10 minutes to my work route, if this genuinely would assist with the points made in the proposal, I would be happy for this to go ahead temporarily.
I live next to Victoria Park and I avoid getting onto Johnston St from either Lulie St or Trenerry Cres when I am driving as it can be a little hair raising some times - I would rather see traffic lights at Trenerry Cres. I am a little unconvinced by the projects objectives. I walk a neighbours child to school and we walk on the overpass which is a good alternative to walking along the underpass. The underpass doesn't get that crowded that I think you can't social distance. I think that the traffic 'cutting through' on Trenerry Cres and down Lulie St is excessive and people often speed down Lulie St - if this is real problem I would be happy to vote for Option C.
It's very unnerving and unsafe cycling down this hill as there's not really enough space for cars going down quickly and cyclists. There's also an unsafe choke point at the bottom which always bothers me, especially when there is a car nearby.
While I understand that this bit of road is a hazard for cyclists as I am a cyclist myself, closing the road off interferes too much with the access to the suburb by car. I suggest that plans be made for improvement to the path alongside the road so that cyclists and pedestrians could both use it and also improve the path under the bridge on the other side of the creek. This path is too narrow to carry both cyclists and pedestrians as it does now.
Until recently I regularly cycled around this area and was always terrified about this section of road. Cars speed, the road is narrow and steep. Cars can use Hoddle Street - rather than rat run. Please provide more safe cycling conditions.
We should't be disadvantaged as locals and be forced onto busy Hoddle St. I would like to see the council come up with a permanent solution to the number of non- locals that use the road causing congestion during peak periods.
I use this road to travel to and from work as an essential worker. I would be forced onto Hoddle St and add to the already congested road. I would rather the council explored other options to prevent "rat runners" coming through our suburb. I am a local and pay rates and as such would like to be able to use my local road. Thank you
Intersection of Johnstone St and Trenerry Crescent is very dangerous for cars and pedestrians because it's so busy and there are no traffic lights. Also cars commonly don't stop on pedestrian crossing further down Trenerry. Hopefully the proposal will lead to less traffic and reduce these issues somewhat.
trenerry Crescent is the only southerly ingress/egress from our home in Clifton Hill. The only other alternative is a detour which adds to the traffic in Punt Road. Not desirable from any standpoint.
This really is a ridiculous idea ,the housing density in the area has markedly increased and to reduce access is both dangerous and irresponsible. Access of emergency vehicles in to the area would be affected Put a footpath on both sides of the roAd if you need extra bike access. Really go t know why we have to fix some thing that is not broken !We have a good 2 way road leave

Attachment 2 - Online survey comments

it as is or stop approving multilevel dwellings Attracting more people and traffic to the area Local car traffic has increased not decreased Relying on access from Hoddle Street only is Not going to work an noone st from Hoddle st has no right turn ! Please donot do this !
This proposal forces all traffic leaving Clifton Hill and heading into Abbotsford or Kew out onto Hoddle Street, increasing already heavy traffic to that road (the 'reduction' in traffic on Hoddle isn't that large given people's increased use of cars versus public transport with Covid 19). There are also already three safe direct links for pedestrians and bicycle users between Clifton Hill and Abbotsford - the footpath, bicycle lane and overpass, and only one direct link for car users.
Terrible idea, completely unnecessary. Leave the road open as it is.
We live directly opposite the Trenerry Crescent and Gray street junction and find that cars speed through the stop sign and most do not stop. I imagine they are not residents , I would prefer to have a residents of Clifton Hill only road and checks by the police , closing the road is the next option..
Great idea!
This is a terrible idea and as a resident who frequently uses this roadway as a motorist and pedestrian does not have my support. The alternatives are also terrible choices. Consider the locals in your decisions and propose a better solution instead.
In the current COVID environment I am not comfortable sending my daughter on public transport to school in Kew. Even in normal times, the public transport options are not optimal - with no direct service. This trial or change is likely to force more cars onto Hoddle St and significantly increase the time to commute twice a day. No reasons have been given for the change. I do not support it as I cannot see any benefits that would outweigh the disadvantages.
I think closing Trennery Crescent is a terrible idea as I use this road close to daily. But I understand the need for more space during COVID, so I'm supporting a single lane closure for a few months to allow for greater pedestrian social distancing during this time. Once we are passed the social distancing requirements, I would not support the closure at all as this is the best way to access Abbotsford and the Eastern suburbs by avoiding Punt Rd.
No no no, why close this road? (shock) Many of us use this road to bypass very busy Hoddle Street - this is reason we have many connecting roads! Not good idea to force us to busy road. More problems then. Not just cyclists who use this road. Cars too need this. So many other things that you can do to improve safety. Don't take this road away from us pleeeease!
Closure of Trenerry Crescent will filter a significant amount of traffic onto Johnston and Hoddle Sts, with no discernible benefit. Those roads are already under significant strain, and by closing the only route north and south on the east side of the train line, they will come under even greater pressure, leading to more congestion.
The narrow bike path underneath the freeway needs improvement. Also the tight turn from the bridge across the creek. Also the blind curve at the bottom of the hill approaching the narrow bike path underneath the freeway. Also, inspite of prior remediation, the path still collects mud and debris near the blind curve. Also the path still collects mud and debris on the hill heading north. The signs that indicate the need for dogs to be on leads on and near paths should be more obviously connected to the 'dog off leash area' signs. Many people only look at the top sign and miss the caveat.
NO CLOSURE PLEASE. Me and my family use this road everyday to get to the other side of Clifton Hill instead of the horrible Hoddle Road. You are forcing me to use congested roads to get to my

Attachment 2 - Online survey comments

destination which will take me a LOT longer to get there. I have very young kids and very busy myself, not much time to be spending my life in busy traffic when there is a good operating alternative. Cyclists are important and so are we drivers. They have other options too. Why are you only cutting us drivers off from using this road??? You just lost my vote. This is ridiculous idea. PLEASE THINK ABOUT THE NEEDS OF ALL OF US!!!
1. Please you need to balance the interests of ALL users of this road, not just cyclists (no disrespect intended here, biking enthusiasts). We all pay our taxes. To say this is an "insignificant" stretch of road is unfounded. This street provides easy connections to other suburbs (eg Richmond, Abbotsford, and further) and the northern and southern sections of East Clifton Hill by going under the Eastern Freeway without the need to further clog up the infamous Hoddle Street. By closing this street, you are simply creating the bigger problem of adding to road congestion somewhere else. There is no reason cyclists and car drivers and pedestrians cannot share this road in a civil respectful safe manner. Perhaps you can spend this time to do a poll on the number of people (drivers and their passengers) who use their cars on this road vs cyclists to come to a more fact-based argument. 2. Please explain and provide evidence on how the closure of this road would result in "stopping the spread of coronavirus". How would drivers of cars using this road be contributing to an increase in coronavirus cases??? Please also bear in mind that masks are now mandatory across VIC. And what happens post-Covid??! 3. Road safety - this stretch of road has possibly the most speedhumps per KM than any other equivalent road (& very large speed humps for that matter). The mere presence of these means that cars cannot possibly be speeding nor driving recklessly to endanger the lives of any cyclists or pedestrians. If cyclists are "not confident" about being on the road, then perhaps they shouldn't be - at risk of danger to themselves and to drivers who might also not be confident - this would apply on all roads/streets, not just Trenerry! 4. There are other ways to address "current safety issues at the Grey Street / Trenerry Crescent and Johnston Street /Trenerry Crescent intersections" - beyond simplistically the closure of a perfectly functional street - a very short sighted biased view. And lastly - please why are you creating a problem to solve where none really exists? There are more important/urgent issues to turn attention to in these Covid times! Please use our hard-earned tax dollars towards matters that actually make a difference to the vast majority. It is very disheartening and disappointing that in hard times such as this, this is what the Council chooses to focus on. You CAN do better!
It is an important route to Kew.
Cycling needs to be made safer to encourage more people to engage for purposes of exercise and commuting. Mental health and exercise is now more important than ever
This is the road that I take to travel to work and closing it would mean that I would only be able to come in and out via Johnson street which during peak hours is very stressful to turn right. I couldn't imagine the stress if Trenerry Crescent were to close and the amount of traffic would accumulate once people return back to work.
This form is either very poorly or deliberately designed to mislead people. There are no instructions about the box on the right side. I have moved option C and option B to the right side as these two are not an option in my view. My say is that Trenerry Crescent SHOULD NOT be closed for any traffic. We use this route all the time and it allows a convenient passage (for all residents in Trenerry crescent) to Clifton Hill and Northcote. I am re-iterating my preference here so there is no misunderstanding of my preference in this very confusing form. As I said before, it is either deliberately designed this way or unintentional. Please take necessary steps next time to provide clear instructions and have these feedback forms designed properly. Thanks.
If the closure goes ahead, the only way out is through Johnson Street which is always incredibly busy during peak traffic. Ordinarily, this has caused a lot of unnecessary stress commuting to work so if

Attachment 2 - Online survey comments

Trenerry Crescent to Clifton Hill is closed, this will amount to further distress to drivers and residents in Abbotsford.
What are the stats or data that indicate this trial will enable more people to get safer and better access to schools (I do not recall any / many schools that can only be accessed through Trennerry Cres. and I have lived in this area for over 45 years.). What shops can only be reached through Trennery Cres? Why are the current riding paths overcrowded? That section of the road with sharp corners is very very steep.....not good for any new / young or vulnerable riders....they'd be pushing their bikes and kids uphill and freaking going down. This is NOT access for vulnerable at all.
Absolutely Ill considered idea that will trap CH residents in peak times
I don't understand the rationale. I ride my bike on that stretch of road most days during the lockdown. I encounter few vehicles and have never seen another bike. I have no idea why the council thinks it will make people on the main Yarra trail and the Capital City trail safer - they are a long way from the road. One day I came close to a northbound car that nearly lost control on the bend at the south side of the freeway. Placing another speed bump just before the bend would prevent this. Closing the street would inconvenience those of us who live in the adjacent suburbs.
We are a business and closing the road would be a concern for our organisation. Thanks for the opportunity to give feedback. cheers
This is a terrible idea - please direct your energy to more worthwhile ideas.
Please do not close this road which we use on a daily basis. Spend more efforts on improving our existing parklands that have not been well maintained - for example following the re-surfacing of the footpath near the Merri Creek labyrinth, the grass and land around this still has not been restored and remains simply mud.
I think this is a terrible idea. This road is an important link between suburbs for local commuters. There are lots of better things to focus on such as greater support to those struggling at the moment, better maintenance of our parks - we have areas that have not been cleaned up or maintained well!
I urge you not to close this road as it is used by significant numbers of local commuters. This plan will just shift traffic congestion to other parts of Clifton Hill - not a great result. Direct your attention to better placed options for improving the environment.
Encouraging more active travel and recreation through increased safety is something to be supported and promoted. Partial road closure will allow all to see the benefit of giving space to bikes and pedestrians. Here's to more re-imagined road space, more protected bike lanes, more pedestrian and bike priority.
This is a very good idea to make Trenerry Crescent safer, especially during peak hour traffic when a large volume of cars travel through the street, oft at excess speed without consideration to children and adults crossing the road, or residents exiting driveways and parking lots. I believe a better solution to closing Trenerry Crescent to vehicular traffic 24/7, would be temporary closure Monday to Friday during the morning and afternoon peak hours. Having the road open during the other times would be fairer to local Abbotsford and Clifton Hill residents who generally use the road with more care towards others.
Yarra Council needs to be more bike and environment friendly.
Trenerry Cresent should be kept OPEN
There should be no street closure, directing all traffic via johnston st would be an absolute nightmare. It is already a nightmare as it is. Freeway access for residents would become a time-consuming lengthy journey not to mention pointless. The closure makes no sense. There is absolutely no possible reason to close the road.

Attachment 2 - Online survey comments

I work in management consulting and a fundamental principle of making a successful and sustainable change is to make iterative change, pilot and test, gather feedabck and data on what is working and not, refine and improve and finally embed and sustain. Based on that I strongly support Option Cto test the impact before moving to any full road closure. I think this still achieves the aim of more walking space for social distancing.
The City of Yarra's systematic destruction of the amenity of Clifton Hill must stop. Council has made it increasingly hard to get to Northern goods and services and now this proposal blocks access to the South. The eastern freeway calved up our suburb enough and council should spend its time and our resources improving transport opportunities for all sections of the community. The proposal document connects this road closure with the current pandemic which is insulting in the extreme. The proposals inability the enunciate the benefits of the closure while brushing aside any increase in travel time for pesky motorists is damming and only highlights council's fixation with personal autonomous modes of transport. We live in an economy that rewards specialization and with that comes the need to move around autonomously. We do not all have the luxury of locking ourselves away in our ivory towers as council has done over the last months. If you don't know the real issues this community is facing please do us the courtesy of resigning now.
In non-COVID times I like to ride widely around Melbourne and this narrow choke point needed improvement
As a local resident, I regularly use this section of road for direct access to Johnston st both driving and cycling. I cycle commute most days along Trenerry Crescent and from my observation, there aren't a lot of bikes using this section of road during the morning and evening peak. On the weekends, there are more cyclists in this area, but most of them are on either the Yarra or Merri Creek bike paths with only a few using the road. Those that do access the road tend to use the path from Dights falls to the car park, which completely avoids the proposed closure. There are limited roads available that cross the eastern freeway. Closing Trenerry Crescent is likely to increase traffic in other areas of Clifton Hill as residents that would have used Trenerry would be forced to drive through the suburb to Hoddle st in order to cross the freeway. I don't support any closure of Trenerry Crescent which has also been my opinion with the previous proposals raised by the City of Yarra over the years to close this road.
There could be no possible benefit to the community in a temporary or permanent closure to this road. I am amazed that this has even got this far.
This is a highly unfavourable proposal for local residents who commute through this area for schools and childcare. If Trenerry was closed, we would be forced to use Wellington St and Hoddle St simply to drive to to the local school. Clearly, this would add a substantial delay to the school drop off and adversely impact families with children in the local schools. It would also adversely impact many families who use this route to quickly access Kew for high schools as well, again forcing them out to main roads resulting in a much lengthier delay. I am also a cyclist, and I believe the Eastern Freeway overpass provides a suitable alternative to avoid Trenerry that is car-free.
I use this road often to avoid Punt Road on my motorbike. If there was an incident on Punt Road it would be a useful bypass.
I regularly use Trenerry Crescent road as an alternative to Hoddle Street to go from Clifton Hill to Abbotsford for shopping. Please do not close it down.
There is no problem to solve here. Traffic is light, the road is easy to ride, and cyclists and pedestrians already have the option of using the separated path on the east side of the Yarra. The footpath could be widened by reducing the road lane widths which are quite generous for the set speed limit. Don't force local traffic on to Hoddle street simply to cross the freeway.
More Safety around the sewerage grating in the bike lanes, more caution for the road crossing for bikes continuing northbouind onto the merri trail

Attachment 2 - Online survey comments

I am deeply upset at the actions of Council to have allowed this proposal of a trial closure of critical community road to have gotten this far. Any sort of closure is not acceptable. Improvements to bicycle routes and safety do not need to be and certainly should not create the significant negative externalities that 'Option B' and 'Option C' would create. Any changes should improve accessibility for all not attempt to improve bike accessibility at the cost of everyone elses' Accessibility (imagine emergency vehicles not being able to attend an incident in a timely manner because the road is closed or only open 1 way. Living in Studley st Abbotsford we've relied on Trenerry crescent to access Walker st kinder when it is it possible to turn right onto Hoddle st. We want to commute to school drop offs and pick ups in Clifton hill in future years with bikes at times but with 2 kids who can't ride yet this is not feasible for me and there will always be the need to have car access when weather, time etc demand it. I implore you to think more innovatively to improve accessibility for all and stop creating community angst with such divisive and ill-considered proposals. Particularly at such a challenging time for us all. A proposal to cut off connectability between communities is hurtful and unnecessary when we're trying to support local and be more mindful of others around us. Many no doubt are in significant distress of some form, myself included and find the need to defend our community against proposals lacking in evidence and authentic thought of costs and benefits. As a public servant of the Australian Public Service I have empathy for demands of local government but I expect more from you.
Transfer the road into a dynamic one-way road that direction can be adjusted to accommodate peak times of the day as required - southbound in the morning to 12am to 11.59am and Northbound in the afternoon to 12pm to 11.59am. Therefore a one-lane vehicle road, allowing the other lane for other community access, cycling etc
I support closure. There is far too much through traffic through Clifton hill and it has been steadily increasing for years (pre-COVID)
great idea to expand the walking and cycling options around trennery as is currently dangerous as the numbers walking and cycling increase.
This is a classic council reaction to a squeaky wheel. If you were proposing temporarily to close 1 lane of Trenerry Crescent to fix the foot path on the Eastern side so it could have both bikes and pedestrians and continue its link to the Merri Creek trail I would be in support. but rally, you think that the current traffic is a problem. I am both a motorist, bike rider, walker and dog owner and live on Noone street so as close as you can get without living on Trenerry crescent. There is no traffic issue. The biggest issue I see is bikes trying to ride up to link on the merri creek trail or having to cross into traffic to the bike lane with very little vision. Sure lots of cars come down this way, but there is not traffic jams and hardly a wait to join into the very valuable flow through of cars trying to cross North South or South North from the pockets of Yarra council residents either side of this road that dont want to wait long times to use Punt road. Please use common sense and dont create an issue to a problem that does not exist.
I'm a motorist and cyclist. I don't understand the purpose of closing the road To motorist's when there is currently already separate access for motorist and cyclists/ pedestrians to access this area. There is no benefit to closing the road and making access for motorist's difficult.
I do not support ANY closure of Trenerry . This road serves as a vital thoroughfare between Clifton hill and Abbotsford for the residents of both suburbs. There are SEVERAL other bike routes, and the freeway overpass for pedestrians and bicyclists. This does NOT serve the residents of either suburb but rather to cyclists from other areas who have multiple other routes available to them. The train crossing on Ramsden in closed more often than it is open which leaves only Roseneath available for motorists. The traffic on Roseneath has already been known to bank up and this will only make this problem worse.

Attachment 2 - Online survey comments

I have been involved in 2 near miss riding under here with cars using this route to avoid hoddle. I stopped ridding this route and chose to ride over the pedestrian bridge between here and hoddle for safety.
Two way bike traffic should be allowed on the held closed road.
Please don't close Trenerry Crescent, it would be highly inconvenient. Hoddle Street gets busy enough as it is, and closing Trenerry would force locals to add considerable time and stress to their journeys. There are many bike paths, bike lanes and walking tracks in the area, and there is an overpass for the freeway a couple of blocks away that cyclists can use it they feel hesitant about using the bike lane in that particular spot. Trenerry Crescent is the only alternative to Hoddle Street for southbound traffic in the area, and by closing it you would effectively turn the whole section of Clifton Hill into a cul-de-sac. I urge you to leave it open.
Cutting off access between Abbotsford and Clifton Hill with the road closure will greatly impact the way we navigate our local neighbourhood. We use this road to access both the shops and the parks on a daily basis. This will definitely stop if this road closes as it is untenable to access Clifton Hill via an alternate route due to traffic congestion on Johnston. We have two children under the age of 4 and so it is not always possible to ride and it is certainly not worth the walk to get to Quarry Park. Vulnerable bike riders will normally use the opposite side of Merri Creek to avoid the steep hill. I don't understand or see what positive aspects will come from this proposal. What 'extra' space do people need? There is already a pathway on both sides of the river. There is also a bike lane. Why would people decide to track along the freeway rather than by the river? How will it make it easier for families with children attempting to get to local facilities and local schools by car? Make it illegal for the buses to use. They should not be driving down there. Why not purchase some of the commercial carpark on the sharp corner to make it safer for cyclists by widening the road? Why not put more infrastructure down in the grassed area near the bike and cycle path to create a space for people to congregate? There is one table at the moment. This proposal has nothing to do with ticking any box for an emergency climate plan, other than creating more traffic on Johnston street and adding travel time in the car for people that need to use one to get around. It may also add value to houses in that section of Clifton Hill which is where I'm guessing this proposal is really aimed at.
This will cause more traffic on Johnston/ hoddle junction. No right turn onto hoddle in the mornings.
I live in an apartment complex on Trenerry Crescent. The intersection turning from Johnston street into Trenerry Crescent is in high use. To expect drivers to do a P turn or right hand turn at Johnston street is increasing a high traffic load to an intersection that was already disrupted and managed with a P turn. Now you are imposing an extra load to that intersection. It is also a quick light change so there will be significant traffic build up around that intersection - to do the P turn or not. The Clifton Hill shopping precinct is my post office, cafe, closest newsagent, medical practice, drycleaners, I also support other local businesses there for delivery of takeaways meals, supermarket/bottleshop, vegetable grocers, bakery and chemist. If there is significant extra travel time to go to clifton Hill I will no longer be supporting these businesses. which I attend and spend money at on a regular basis. The changes proposed will not provide these businesses who are struggling with COVID already an alternate clientele which can make up for the shortfall. I use Trenerry Crescent to access northern suburbs. Closing this road will increase an already conjested Johnson/Hoddle Street. I am also dissappointed that the consultation process has not been open and transparent to the people affected. I have only recently been advised of these changes because of a notice from the apartment group. Yarra council despite requiring to consult the local residents have provided me with any notice of the change. In the lockdown I am sure there will be a significant amount of affected residents and users of Trenerry Crescent who have been unaware of being able to provide

Attachment 2 - Online survey comments

their feedback. This is unfair and dissappointing given it was a specific requirement from the councillors. I am happy to discuss an comments.
Yeah, why don't you block all us trenerry crescent residents from getting out of our already difficult block. Rediculous decision by someone who obviously doesn't live in Trenerry.
Closing the Southbound lane will bottleneck Hoddle Street. During peak hour traffic getting through Southbound on Hoddle Street from Ramsden st just past the freeway exit takes approximately 15 to 20 minutes. (this is just a few hundred meters.) I understand that during COVID-19 this is not the case. What I suggest if this is what you want to do is keep it open both directions during peak hour and close it during the day. From 9am to 5pm. This would give your residents lots of time to move around and also our roads not to be congested.
No this would be very inconvenient to my family
Sensible solution providing better cycling transport options and keeping people safe during Covid
Preferred option would be to provide a cantilevered off road bicycle path to separate road users completely and improve safety. Closing the road will increase congestion in Hoddle Street, and cut off businesses. A road closure will negatively impact the Council Climate Emergency Plan by creating more congestion rather than having free flowing traffic for the cars that use this road.
I strongly support a closure. I've been walking here recently and there are too many conflicts between pedestrians and bikes.
As a resident on Trenerry Creacent, I strongly object to any closing of the road, as it's the only safe exit for residents. The intersection on Johnson street is incredibly dangerous for people turning right.
I'm a resident of Clifton Hill (CH) and a keen and regular bicycle rider and as such always pleased to see any improvements which will make it safer for the rider and also encourages more people to ride. Having said that any changes must be made in consultation with the stakeholders, in particular, the residents who are directly affected. The Yarra Council's attempt at pushing through partial or total closure of Trenerry Crescent without consulting its rate payers directly affected is a disgrace and flies in the face of the democratic process. The Councillors are elected by their constituents and hence should represent them and their interests. With regards to partial or total closure of Trenerry Crescent these options were rejected some years ago when a traffic management plan for CH was being developed so why bring it up again! Trenerry Crescent is a vital link for the CH residents and emergency vehicles. Being forced out onto Hoddle Street just to get to the other side of the freeway, particularly at peak hour, is absurd as it would add a considerable time to the journey. For example, a family who lives south of the freeway and have kids attending Spensley Street Primary would have to go via Johnston and Hoddle Streets before heading into CH again to drop their kids off or collect them – at peak hour this could take anything up to an extra 30 minutes. There are plenty of bike paths that riders can and do use (including myself) to get from south of the freeway to the north side and vice versa. Signs displaying these should be erected to inform riders and pedestrians. If the Council really wants to make a difference, then it should make the current footpath wider (by using the embankment and not the road) and create a 2 way bike and pedestrian path– that way both the residents and riders would be happy.
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Attachment 2 - Online survey comments

consulting its rate payers directly affected is a disgrace and flies in the face of the democratic process. The Councillors are elected by their constituents and hence should represent them and their interests. With regards to partial or total closure of Trenerry Crescent these options were rejected some years ago when a traffic management plan for CH was being developed so why bring it up again! Trenerry Crescent is a vital link for the CH residents and emergency vehicles. Being forced out onto Hoddle Street just to get to the other side of the freeway, particularly at peak hour, is absurd as it would add a considerable time to the journey. For example, a family who lives south of the freeway and have kids attending Spensley Street Primary would have to go via Johnston and Hoddle Streets before heading into CH again to drop their kids off or collect them – at peak hour this could take anything up to an extra 30 minutes. There are plenty of bike paths that riders can and do use (including myself) to get from south of the freeway to the north side and vice versa. Signs displaying these should be erected to inform riders and pedestrians. If the Council really wants to make a difference, then it should make the current footpath wider (by using the embankment and not the road) and create a 2 way bike and pedestrian path– that way both the residents and riders would be happy.
To whom it may concern, I would like to voice my objection to the proposed closure, or partial closure, of Trenerry Crescent to Clifton Hill. I've been a resident here, on Trenerry Crescent, for over ten years, and I can confidently tell you that what ever gain you get from closing this access point will be more than offset by the significant danger and inconvenience you are incurring on the local residents. By closing this path, what you are doing is forcing all traffic northbound to turn right from Johnston Street to Hoddle. This traffic light in particular is already deplorable, with traffic often backed up quite a bit. But the most DANGEROUS consequence to your proposal is the right turn from Trenerry Crescent to Johnston. I will take a hazard that whomever proposed this closure is NOT a local. If you were a local you will know that this right turn is a downright scary and dangerous experience to start with. We will now force EVERY RESIDENT to turn right here to go to Clifton Hill, which is madness and is an accident waiting to happen. Do you really want to be held personally accountable, or at least negligent, for introducing a significant level of danger - unnecessarily- to your constituents. Last of all, I am unimpressed with the short amount of notice and lack of transparency around this proposal. The proposal states that it is a "temporary closure during COVID", however the details state that they are in fact trials. Trials imply further roll outs. So given you are trialling during COVID, any impact you are seeing would already be compromised as they are understated. I would like to strongly encourage you to reconsider this proposal and engage properly with the community actually living on Trenerry Crescent, because it is clear you haven't adequately done so.
I live in Clifton Hill and use the Trenerry Underpass daily both in my car, riding my bike and walking along the river. The pass is incredibly important as an access for me to get to Abbotsford to go to the closest supermarket by car (e.g. Johnston St or to the Hive) or to visit friends and family in Hawthorn and the Eastern Suburbs.
This road is one of the great secrets in this beautiful part of Melbourne and should be preserved as a quick and SAFE way for all modes of travel to cross to the other side of the Eastern Freeway. I shudder when I think of the alternative.
Clifton Hill residents reliant on cars will have to use Hoddle St to access amenities and shops in Abbotsford and Collingwood thereby increasing travelling time and Hoddle St congestion.
a clear no
the justification is for a minority and thoughtless and the process of consultation very poor

Attachment 2 - Online survey comments

In truth, this probably wouldn't have been necessary if: A) the works on Punt/Hoddle to insert P turns hadn't had the effect of pushing traffic off Hoddle onto the side streets creating dangerous and congested driving conditions in neighbouring areas B) the works to 'upgrade' the speed bumps on Trenerry had actually been done so that it would have slowed traffic instead of simply encouraging drivers to veer out of the traffic lane into the parking and bike lane to avoid the bumps. C) there was proper enforcement of the 'Do not turn' signs that are on and around crossroads to Trenerry. Also, the pedestrian crossing on Trenerry between the oval and Mews is still backwards. The speed bumps are after the crossing. Given the foot and bike traffic along that section of road and crossing, it would be best to simply change that crossing to a Wombat crossing, the same as the one on Wellington St.
To whom it may concern, I understand the motivation for this proposal, however the consequences for me and other residents of Turner Street and Trennery Crescent will be highly restrictive. It will mean that the only for residents like myself to exit the area and to travel north will be via Johnston street which is problematic and at (normal) peak time quite dangerous, especially when turning right onto Johnston street and heading west towards Hoddle Street. The difficulty is further exacerbated during peak times when the new 'P' turns are activated when turning right onto Hoddle street to travel north. I understand that many commuters use it as a quick access (rat run) to Johnston Street to avoid Hoddle Street traffic congestion but I feel we would be unfairly penalised by action like this taken to stop this behaviour. Perhaps there is an alternative solution or way to discourage this behaviour. This closure will force more traffic onto an already congested Hoddle Street during normal traffic flows. Trennery Crescent is a vital alternative access route for us to the northern suburbs. If this closure were to go ahead we would like to see traffic lights installed at the intersection of Johnston Street and Trennery Crescent. This would make that dangerous intersection much safer. Even now with reduced traffic numbers it can still be quite dangerous for both cars and cyclists turning right onto Johnston street from Trennery Crescent. I try to cycle quite regularly and have experienced this level of risk as a cyclist. My wife and I try to cycle as much as we can to reduce the use of our car and thus reduce emission into the atmosphere. Thank you for this opportunity to voice my thoughts. My wife and I are appreciative of the work done by the Yarra Council in many other areas and would like to thank you for that.
Why would anyone think to close this road?! You close this road and this will push more resistance to access the freeway via Johnston street and hoddle street, more traffic on these road, more risk of accidents by getting onto Johnston street. Yarra council certainly come up with stupid ideas.
Any trial of Trenerry Crescent closure should wait until conditions return to normal or are stabilised to some new norm. Probably a year or more from now.
While there is so much pedestrian traffic on the Yarra Trail, could thought be given to prioritising pedestrians over cyclists? Many cyclists are indifferent to the needs of pedestrians at present.
I've often wondered if/when there would be a southbound closure of this part of the street, so great to see something happening. Unrelated... but important if sending more traffic from Trenerry onto Johnston Street.... I hope there's also a plan in place to address trying to do the 'dog leg' by bicycle from Trenerry-Johnston-Nicholson streets to go southbound. It's very hard to see on a bicycle when you are turning if the middle lane on Johnston Street is set to east/west/turning.
I am a delivery driver and i use this route a lot for work. To have to use Hoddle St or Princess St would not be beneficial at all.

Attachment 2 - Online survey comments

Trennery Crescent is the only way to get easily from Abbotsford to Clifton Hill. The only alternative is to go up to Johnson Street and make a right turn into Hoddle street (note during peak hour the right hand turn is not even allowed) and then go to either Roseneath or Ramsden St and do a right turn to get to Clifton Hill. The right hand turns at Roseneath and Ramsden are extremely dangerous as Southbound traffic travels very quickly and often cars run the red lights. I believe there will be more accidents at these intersections and even loss of life.
I only support Option A and therefore have not nominated other preferences. Although there are a few houses and apartments on this road, there are also quite a number of business. It would not be classified as a a local residential street by Council. Apart from servicing businesses, Trenerry Cres provides community access to neighbouring suburbs (such as Abbotsford, Richmond and Kew), and to amenities such as Dights Fall, the old Collingwood Football oval, Collingwood Children's Farm, Farmers market and other parkland (eg Studley Park). Both option B and C will prevent the local community (Clifton Hill and Fitzroy Nth) from easily accessing all of the above. It will redirect residents out of their way and onto the only other north/south route available, Hoddle St. It appears the greatest benefit will be for cyclists and only cyclists. There is already a cycling path in place. Council has resisted closing other local residential streets as the community want them to remain open for access. Why does Council consider it OK to close a road like Trenerry Crescent? Once closed it will not be a temporary measure. From past experience I suspect Council will not open it again, therefore I do not support a trial.
Seems unnecessary and would really advise against it
Closing northbound traffic will create a dead end for residents around Victoria Park. With a number of high density residential addresses in the area impacted, exiting the area, particularly turning east towards the CBD on Johnston at will be near impossible. It is already almost impossible in normal traffic to do so. This will effectively locked in vehicle movements for local residents
Yes, great idea...close it! There's too much traffic in Abbotsford! More room for bikes too. Failing that, close southbound in the morning, northbound at evening to reduce peak hour?
Road closure would make access to the freeway from the area around Victoria Park extremely difficult given the ability to access Hoddle St from Johnston and difficulty with turning right from Trenerry Cres into Johnston for much of the day.
other than how flawed this form is? I have to rank my selections? Option A is the only agreeable suggestion. By all means invest in improving cycling paths and access, but don't do it at the expense of your ratepayers quality of life. This isn't acceptable.
I am the owner of property in trenerry crescent
I live on Groom Street and frequently drive along Trennery Crescent to access Richmond / Kew / Hawthorn areas and to essentially avoid traffic on Hoddle Street. I agree that there is increasing congestion on the footpath with walkers / runners and that the road is not terribly safe for cyclists, however there are alternative solutions that can be achieved. I believe that the council should propose to widen the footpath by creating an embankment that cantilevers the river rather than encroaching on the road.
Will cause more traffic at johnston/hoddle. No right turn onto hoddle.
Option D - Contra flow traffic management to make the "shortcut" slower than the long way in peak hours would be the best solution. This would not prevent genuine locals from going through (slightly more slowly) in either direction, reclaims some of the road, and deters rat running all in one move. By making a large portion of that stretch 1-lane, you've still got room to improve bike lanes/narrow footpaths, and by putting a traffic light at either end of the of the single lane, the rat runners will head to arterial roads instead of queuing up waiting for their turn.

Attachment 2 - Online survey comments

From Trenerry Crescent, the above route is the only easy way to reach the entrance to the M3. If you close it completely, to access the M3 we would have to: 1. Turn right onto Johnston Street (very difficult during peak hour, especially since EVERYONE breaks the law and turns into Trennery Crescent from Johnston on Mon-Wed between 4pm - 6pm), 2. Turn right onto Hoddle Street, 3. Perform a U-turn on Hoddle Street after Noone street somewhere (I ask you, how can you do this during peak hour?) 4. Merge left onto M3. If it's the amount of traffic during certain times, maybe stick a cop on the corner of Trennery Cres. - Johnston St during Mon-Fri 4pm-6pm and fine everyone breaking the law.
I am in favour of option C long-term, pending a successful trial
As a long term resident of Clifton Hill (44 years), I have seen many council strategies to address through traffic in Clifton Hill, I know that your advertising material does not include reducing through traffic, I know that there are still a number of residents that have this goal. The outcome of these strategies, as will be the closure of Trenary Crescent, is to make it difficult for local residents to enter and exit east Clifton Hill. We use Trenary Crescent by car at the very least once a week and, on foot, once or twice a week. Yes there is more traffic on the path at the moment but hopefully, this will be over in six to twelve months. If people are concerned about physical distancing, they should not use the path. there are plenty of alternative walking and cycling paths in the area. as in your publicity material you say there are alternatives for cars. When we moved to the area and prior to the construction of the freeway, there was car access from the suburb to Johnson St. This should continue. I'm totally opposed to the closure of Trenary Crescent.
I am a new resident of Trenerry Crescent. I would like to keep access in and out both ways as a local resident it will be inconvenient to block the street. If there's an issue of through traffic avoiding the Hoddle and Johnston intersection then my first thought is to make it a local residents access and/or stop traffic entering during peak times as I've seen done in other local areas. Otherwise and while I realise we have restrictions on currently I don't see a great deal of through traffic for the pleasure of those of us living here. Many thanks
As a resident who lives on trenerry crescent I see no benefit to closing the street. There are already restrictions in place to when drivers can turn in to trenerry crescent from Johnston st. We have bike lanes either side and wide footpaths. Potentially can look at more pedestrian crossings. Closing the street off will mean we would need to drive significantly further to get to the freeway of the north
If local traffic rules were enforced this may have helped in the past
I work in the Eastern suburbs and at times it is time critical to get to work. I use the north bound route of Trenerry to access the Eastern Freeway, which is exceptionally easy and has minimal traffic/time delays. Closure of Trenerry would, not only increase my time to work when it is time critical, it would also increase my time to work in general. Please do not close Trenerry Crescent!
If we had a traffic light at the Johnston St end of Trenerry Crescent, this closure might be ok. But during peak times, with no traffic light, it can be extremely difficult to turn right onto Johnston St.
It is very disappointing that council couldn't do a letter drop to notify the community about this proposal. And there is no statistical evidence of accidents to substantiate the closure with cars,bicycles or pedestrians. And no consideration of access to recycle centre in Clifton Hill A very poor display of our council at work.
Full or part closure of this road will negatively impact on residents, and create an even bigger issue on Johnston Street turning northbound on Hoddle. I do not support this at all.

Attachment 2 - Online survey comments

I just don't know what to say about this proposal as it seems to me to be so ridiculous that I am dumb struck. Vehicles that currently use it are going to be forced on to already busy streets. There are plenty of bike tracks in that area for cyclists to use.
This is a thorough fare & roadway that is essential for car access ... it allows a safe route for all local residents & others in Yarra to the Yarra recycle centre & open green space ... it is not a black spot for bicycles & is a safe area for all users ... bicycles have a number of other routes & cycle paths to travel on but cars do not ... Hoddle Street is already overloaded with traffic in both directions & does not need more unnecessary vehicles forced onto it ... the lack of consultation is also of concern Yarra residents need to be consulted & heard on issues that affect them & their quality of life ... PLEASE DO NOT CLOSE TRENERRY CRESCENT !
More of this please. The footpath is far too narrow, and more space for people and bikes will make this area even better.
Excellent proposal. Currently too much traffic rat runs during peak from Johnston st, to get to the freeway. The current waling path under the freeway is dangerous, because so many bikers ignore the rules and use the footpath. A full closure except to bikes and foot, would be a good solution. If lots of locals complain and want to get to johnston st via trennery, then a partial closure would help, with oneway from clifton hill to th other side. This would stop the rat runners at evening, but allow locals to get johnston st. Covid means there is a chance to reshape lots of streets for bike and foot traffic. London is making big changes, and there isn't any reason not to do so here.
I think it is important for local residents to have an option to still drive one way through this section of Trenerry Crescent. But adding more space for cyclists and walkers is very important. That's why my first pick is half road closure. I'm not sure closing the road completely is a good idea, it will force more traffic onto Hoddle St, it's not a heavily congested road section. I used to live in Abbotsford so know this section of road well. Perhaps limit access one-way to all but heavy vehicles?
Regardless of the outcome and the preferred option, safe options for turning right onto Johnston Street need to be developed and implemented.
I don't see why catering for one kind of transport should be at the expense of another. If the Council wants to provide additional space for active transport then it should widen the footpath and/or bike paths towards the creek. I also have a concern that this would result in only one access out of Clifton Hill to the south being Hoddle Street. In an emergency situation this would limit the ability to get vehicles (including emergency vehicles) in and out of the area. My final concern is that trialling these initiatives is all very well but in the event that it is not successful, it is often hard to wind back and return to the status quo
Please focus on more important climate issues than closing this road
Surely there are better ways to address environmental issues than closing such a crucial local commuter road?
Please do not close this Important road. You will just make other areas of Clifton hill suffer from increased traffic and congestion. Please focus your attention on more purposeful ways to improve the environment - eg. Actually Replace the trees you have removed and left for over a year!
This is not improving the environment - this is simply moving traffic congestion to other areas of our suburb which serves no purpose at all
We use this road daily - this would cause significant disruption and delay to many and also just shift traffic problems to other areas in the suburb

Attachment 2 - Online survey comments

No closure is necessary. Just make the road available to locals only during peak time and setup a police inspection point and check people's addresses to make sure they live on Trenerry Crescent. You would only have to do these random checks a few times for people to get the message.
No need to close this road, people drive quietly
I actually don't know the reason or the need to trial this. A full closure especially, does not seem like a compromise. I'm not even aware of the benefits of a half closure.
What are you thinking, leave it how it is.
I live on Trenerry crescent. If you close that road the only way to exit would be via Johnston St. We would essentially become I giant cul-de-sac hemmed in by two excessively busy congested roads. No one can argue a right hand turn onto Johnston St or Hoddle st in general is smooth and pleasent experience let alone at peak hour. In fact even as it is sometimes I go around Vic Park oval so I can turn left on to Johnston then right at Nicholson Street lights and loop back to Hoddle because a righthand turn onto Johnston onerous. Accessing Clifton Hill, surrounding suburbs and the M3 would be pretty frustrating. While I know it is used as a thorough fair at peak hour..Ive never noticed it to be to excessive (and I literally live there on Trenerry). The window that the street is "busy" is relatively short and has yet to impeded local access. Thanks for seeking opinions
As a avid cyclist of paths and roads of Melbourne, this particular section is on my radar as being difficult to navigate. Pedestrians do not like cyclists taking up the very slim pathway and the alternative option of exiting the Yarra trail from Dight falls to join and cross this road for a fairly steep but short climb is laborious for such a small stretch to rejoin the bike path. Any improvement here would be highly valued by all road and path users.
I would be dead if it wasn't for Trenerry Cres! In Jan 2019 our bbq caught fire and took me with it! Resulting in 11 days in a coma, three months in hospital and 46% total burns coverage. I was attended by Northcote ambulance station and Richmond fire station, who without Trenerry Cres only have Hoddle St so to access Abbotsford and Clifton Hill. On that basis removing an access point between the suburbs for emergency vehicles, and adding time to their transit via a main arterial road that is frequently blocked, will compromise lives. It's that simple! Due to my accident I am no longer able to ride a bicycle or walk long distances, leaving me dependant on driving to attend rehabilitation, and undertake simple tasks like visiting the post office. This is akin to being an older citizen that has to move slowly and carefully. Not having to negotiate right turns on to Johnson St or driving on Hoddle St made these tasks, that are taken for granted by most ppl entirely less onerous and achievable. Cyclists have two safe alternatives to make the crossing other than using Trenerry Cres (overbridge and opposite creek side) neither adding greatly to the travel times to make this journey; those of us who need to use vehicles don't have these adjacent choices. In short, removing vehicular transit in one or both directions on Trenerry Cres does the following: *compromises access by emergency services to the adjoining suburbs *is ableist and considers only those that are able to transit by bicycle *seeks to assist those that travel through but do not live adjacent to the transit route *separates two strong and thriving communities who work together to assist each other, evidenced by the Clifton Hill Good Karma Network that has over 4,000 members across Clifton Hill and Abbotsford and is growing by around 30+ residents a week *adds more traffic to main arterial roads that are already clogged Pls consider that not all members of the community have all choices In the way they live their lives and the transport they use. Thank you.
The idea of closing trenerry crescent to car traffic completely baffles me. Although I rarely drive I have no problems riding my bike around the bike path on the East side of the merri creek if I need to and pedestrian traffic is easily managed via either the underpass or the bridge. It seems ridiculous to me

Attachment 2 - Online survey comments

to take away this option for people who live in abbotsford and need to drive north either for work or to take their kids to school. Forcing them to use hoddle st is ridiculous.
Closure in any form is a nightmare for us local residents and will just add to further traffic congestion nearby. There are already significant alternatives for walkers and cyclists in this area and appropriate fines for 'rat runners'
Closure of this road would cause serious dislocation for the residents of Clifton Hill and Abbotsford.
No. I live on Trenerry Crescent. Turning right on Johnson Street without lights and a clear visual due to parked cars as well as the masses jaywalking from the GSK building is scary enough. There's traffic lights for a company 100 metres down the road but none for an entire intersection? WT. Also if it were closed, getting onto the freeway from Johnson, Hpddle then m3 would be nuts! It's already a 40klm zone with boatloads of speed humps. Fix what's wrong, not waste tax money to reinvent the wheel #eyeroll
Extended emergency services travel time. Already viable other routes for bikes. Closes off Yarra being accessible from Clifton Hill residents. 1 bike incident in 14 years means there are a lot more dangerous spots Yarra needs to fix if they choose to fix this. Adds travel time for all Clifton Hill residents and will increase traffic for the whole community.
As a cyclist I support the closure - it's a scary road and many less experienced cyclists opt to use the footpath instead which is already congested. I wonder if an alternative option would be to allow local traffic only? Or perhaps just to close it at certain times of the day.
This is cutting off two communities - not to mention the traffic that is going to be pushed onto Johnston
this is a route that is often used by cars and is a necessary alternative means of north south travel for locals
i think this is absolutely absurd. you think closing a road will help with the safety of cyclists? no. there is a bike lane, if cyclists do not feel safe along there then there is a yarra trail or a overpass bridge! i really do not see the point it will only just cause more traffic to the already overflowing hoddle st. i have been using this bike path and footpath for 15 years and have never had any trouble. yes it is a bit squishy but it's absolutely avoidable with a simple step over to the side! as far as it goes for cyclists, there are two alternative routes to take to avoid it if you do not feel 'safe'. closing this road WILL cause local residents stress and will make getting places more difficult!! i understand that many people from the suburbs of kew and hawthorn use the underpass as a shortcut and it causes congestion but you could consider a time restriction meaning you could only go out of abbotsford at the peak hour times of the day. another alternative for cyclists is too implement a system called 'moon deck' it is a glow in the dark trail paint! https://moondeck.com.au/ it is amazing stuff. the potential closure of trenerry crescent is idiotic and a not thought out solution!
Please don't close this road. it is essential for our communities to function
Trenerry Crescent connects Clifton Hill to Abbotsford and Kew including the convent, children's farm, recycling centre, toy library and Kew schools and shops. To close the road divides the community. Public transport options are disjointed and take a long time. Compare the car to Kew schools 15 minutes each way and public transport at least an hour each way. Our family uses a mix of both. Hoddle st Johnston st or freeway Chandler Highway options would mean more time in the car and more CO2. There is a perfectly good cycling path available across the creek for the section under the freeway or simply walk your bike down the footpath or over the pedestrian overpass. We have been doing this for the 22 years We have lived in Clifton Hill. Connecting the proposal to COVID-19 is complete nonsense. Have you considered a "local traffic" restriction with local defined as Clifton Hill and Abbotsford if volume is the issue?

Attachment 2 - Online survey comments

There is no justification to close this road that is essential for the residents of Clifton Hill and Abbottsford and the emergency services.
Council clearly does not listen to it's residents. This survey should only be the residents of Clifton Hill and Abbottsford. Shame on you.
We are so disappointed in Council for atempting to close Trenery. Can't wait to vote later this year.
I do not support any trial closure of Trenerry Crescent. The pavement for pedestrians is perfectly adequate and has appropriate safety barriers. Cyclists have the option to veer off to the right down towards Dights Falls and follow the bike track over the Merri Creek bridge, turn left, remain on the small section of bike track, turn left over the next bridge, and join the track at the Roseneath and Field St corner.
Closing Trenerry crescent will cause massive build up of traffic at the Johnston street exits which are extremely hard to turn right at. Is is very dangerous crossing 3-4 lanes when there are cars, busses obstructing your view. This would not be a safe idea for those residents living northbound of Johnston street and south of the freeway
I can only support Option 1 (no closure) because neither of the two closure options (Options 2 & 3) allows traffic to flow in both directions (i.e. north to south AND south to north)..For this reason we only selected Option 1 as I did not want to give any form of legitimation to the closure options as I believe they are both unreasonable and unwarranted. It has been argued for a trial closure of Trenerry Crescent for the following reasons: “This opens Trenerry Crescent to walking, cycling, playing, more peace and quiet and a more beautiful place along which we live” (quote from Streets Alive Yarra proposal to Council). But an argument based on potential lifestyle benefits for some misses the main point – that being the reason why Trenerry Crescent exists at all. The primary purpose of a thoroughfare is to enable people to get from one location to another. Secondary considerations, such as the type and volume of traffic, speed, noise, safety, recreation and aesthetics, though important in their own right, should not deny a thoroughfare fulfilling its primary purpose, which in this case is as the only local link for vehicular traffic between East Clifton Hill, north of the Eastern Freeway, Council proposes two types of trial: full road closure or half-road closure with traffic in one direction only. I reject both of these options, for the following reasons: I am opposed to full road closure on principle. In terms of fairness and equity, total closure does not discriminate between a speeding rat-runner and legitimate use by a local resident. In order to deny use of Trenerry Crescent to rat-runners, Council appears prepared to sacrifice local residents’ vehicular use of the only north/south thoroughfare east of Hoddle St. I also oppose the half-road closure option as proposed by Council. Why should northbound traffic be privileged over southbound traffic? This would mean that if you live in Victoria Park, for example, you have the right to drive into East Clifton Hill, but residents north of the Eastern Freeway are denied reciprocity. Clearly what is needed is an approach which allows controlled traffic flow in both directions, not closure in one direction, while open in the other. Council’s Options 2 and 3 are therefore neither sensible (denying the primary purpose of having a road linking different parts of the suburb), nor practical (allowing access in one direction only, while denying it in the other).
Regularly visit family friends and cafes. This closure would be a deterrent to visiting the area I am an avid cyclist and do not feel the need to access the street without motor vehicles. Street is safe

Attachment 2 - Online survey comments

If you close Trenerry it will take a 5minute trip an additional 20 minutes for a trip to my child's daycare and swimming now the P turn is in place on Johnston Street. Plus if there are any issues with Johnston at or Hoddle at we will be cornered in with no other access points. We love on the street you are talking about closing, we ride bikes and we have alotore options on the bike than we do with our cars, please don't make it harder.
I am a resident who has experienced severe traffic safety issues on Trenerry Crescent, whilst walking and cycling. We use the pedestrian bridge over the freeway when cycling instead of Trenerry Crescent. The bike lane and road is too narrow, cars drive in the bike lane and at high speeds. Trenerry Crescent is a local road but is used as a regional road. This area has a high number of young families, walkers, runners and cyclists. We should protect residents over minor inconvenience to car users. Please consider all residents including those who have not voted either way. Where residents have not chosen to voice their opinion, it should be consider a vote of confidence. This should not be whoever shouts loudest. Council continuously announces grand plans to improve pedestrian and cycling infrastructure, achieve net zero carbon emissions and improve the liveability of the Municipality. This can only be achieved through change. Please have the strength and integrity to follow through with these commitments. We need to have direct cycle infrastructure. Relying on paths along creeks is not a way out. By shortening cycle trips, making them safer and more accessible we will get more people on bicycles.
This road is deadly to cycle on! There are many other routes for cars so it would be wonderful to see this as a cycle / pedestrian road - which would also take them from the other busier routes.
I use Trenerry Crescent on a daily basis for work and school travel. It is always busy. Closure would lead to traffic from Clifton Hill having to divert via Hoddle Street (which is already busy enough) and then via Johnson Street (adding more traffic to the shopping precinct between Hoddle Street and the train station).
Trenerry Crescent is an important route for Yarra locals to get to/from the east side of the city without having to use Hoddle St. A partial or full closure of this route for vehicles will cause more congestion on Hoddle St. Consider banning heavy vehicles from this route rather than all vehicles. Cyclists already have a newly improved bike trail and pedestrians have a dedicated pathway. The advantages of closing Trenerry Crescent to vehicles do not outweigh the detriment of a partial or full closure of Trenerry Crescent.
I have lived in Abbotsford for my whole life. While social distancing is vital, removing access to a well-used and necessary road does not strike me as a very effective method. For less confident bikers, there are alternate routes readily available, which avoid needing to ride on the road (I use these myself frequently as i do not drive). I believe closing down the road would have a negative effect on Abbotsford residents, my family included. The road is the most direct route between Abbotsford and Clifton hill, and allows my community ease of access to many parks, schools, walking tracks, and other important facilities. This road closure would force more traffic onto the already overloaded Hoddle street, making peak-hour travel far more time consuming. Avoiding Hoddle street traffic is a big reason why people use this road in the first place. I would suggest a small roundabout at the intersection of Trennery, Noone and Gray, as well as widening the footpath in trennery, allowing bikes or encouraging them to use the paths by the yarra (very close by), and installing a more bike-friendly barrier between the footpath and the road.
Closing the road will affect a lot of people in Abbotsford who need to use their cars to get to Nth Fitzroy and beyond.
My preference is to maintain the Trenerry Crs underpass. - I live on Trenerry Crescent, and utilise the underpass to access Fairfield, North Fitzroy and the

Attachment 2 - Online survey comments

Eastern Freeway. Removal of this access will force me via Princess Rd in Kew to get to the same roads, or further along Johnson St and up through Brunswick St - potentially 10 minutes out of the way. Nearly all traffic I see is local. - I do not see any through traffic volume off Johnson St using Trenerry as a cut through to the Eastern. Traffic along Nicholson are more likely to use Langridge or Gibbs to access the Eastern via Hoddle, and traffic from Studley Park Rd would not use Trenerry (given they have come from Kew Junction and Princess St) - Traffic rarely banked up along Trenerry Crescent during PM peak in pre-COVID times. I believe the existing no turn and road restrictions in Clifton Hill manages to prevent “rat run” routes. - pedestrian and cycling infrastructure is quite around Dights Falls, with the convergence of the Capital City and Merri Ck trails. I’m do not believe there is further need for more infrastructure.
Completely cutting the access to Johnson St from CH would be a hassle, but improving bike safety on Trenary would be good. Maybe part of the underpass could be made "one way at a time" for cars to reduce traffic and leave more space for bikes?
Please do not close Trennery Crescent. Tolling non residents to reduce traffic is not a bad idea.
Why is the council listening to the Bicycle Advisory Commitee (and not locals or independent research). We locals need this important access route to the inner east.
Don’t we have anything to do? Why is council disrupting tragic. JUST Leave it alone. I am a frequent user, especially in the afternoons as I can’t turn right from Johnston st to Hoddle st. The U turn on Hoddle st is useless. Very difficult to make a U turn when the traffic banks up. (Have contact Vic Roads). LETS NOT USE COVID 19 As as Excuse. LEAVE IT
I am a Frequent user of that section of road Please leave it alone , Stop making it difficult for me and other local residents. Council is there to help locals no hinder them.
With 2 small children this will adversely impact our ability to get to the toy library and other places that are simply too far for us to walk. As a result we would stay home.
As a local resident just off Trenerry Crescent, I do not believe that a part or full closure should be considered. This proposal would cause extreme traffic issues in the area and I do not believe that there would be any significant community or environmental benefits obtained.
Please do not close this road. I, along with ever other member of my 4 person household and 2 of their partners, use this road at least twice a day, often more, everyday. Closing it would cause all of us, our neighbours and friends and family from other areas, a big disturbance and would force us to change the way we get around Melbourne, adding both time and distance to our journey. This is also going to have a very negative effect on the environment. Additionally, all members of my family use the Capital City and Merri Creek Trail's multiple times a week and have never felt unable to keep a safe distance from other, even in more recent months with Covid-19 and social distancing being more important than ever. We are so lucky to be surrounded by so much parklands and trails and I do not believe lack of space to keep a safe distance from each other is a valid reason to close this road. I genuinely believe that closing Trenerry Crescent would cause more inconvenience, aggravation and disadvantage to residents and people who use the road and it would be a negative move to make. Despite the possible advantages you outline I don't think they are enough to justify its closure. Thank you for your time.
Close it. plant the road/underpass with natives for the birds.
A great idea, thank you! Covid 19 is resetting our expectations about public leisure space and the more we can experiment with expanded pedestrian and cycle corridors now the better for our shared future. I would suggest however that this closure could put additional pressure on the Trenerrry Cr/Johnson street intersection for those residents Coming and going from the northern Abbotsford pocket. Could we have traffic lights there please? I am a resident in Trenerry Crescent.

Attachment 2 - Online survey comments

OPTION A- the status of the road to remain open. This is an absolutely crazy idea. You are closing of access for Clifton Hill residence to shopping centre in Richmond. At this time I am doing a weekly shop, and I shop for three different households, I must use a car for this task. You are forcing all Clifton Hill residence onto Hoddle Street, adding considerable time onto the car trip. There are plenty of bike and walking tracks around that we have been using daily since late March 2020. The amount of foot and bicycle traffic on these paths is manageable, they are not over crowded. I am also disgusted by the lack of advertising of this proposal. I read about it in Cr. Jolly's letter drop.
I strongly oppose and object to any proposal that closes or restricts Trenerry Cresent in any way. This proposal would put more traffic onto Hoddle Street between Heidelberg Rd and the Eastern Freeway. This road is already overloaded , even on weekends. The residents of Clifton Hill use Trenerry Cresent to get to and from Studleey Park, Kew, Richmond etc, it is illogical to close this road and create more traffic on Hoddle St, as well as the resulting inefficiencies and longer travel times. Additionally, I would highlight that the council has approved an enormous amount of medium and higher density (apartment) development in the area over the last few years, with that comes more cars. The council cannot have it both ways, enjoying increased rate income, whilst ignoring the increased traffic the development brings, then closing a significant arterial into the area that carries that traffic. This proposal does not seem to have the rate payers best interests as a key consideration.
Traffic lights needed 2 sets for computershare 50m apart is irresponsible for traffic flow
Traffic lights at Trenerry and Johnston streets would be more effective in enforcing the No Left Turn signs from Johnston street. Traffic rat-running from Hoddle through to Heidelberg Rd is the main source of traffic in the mornings and evenings. No need to penalise residents - upgrade the intersection to include traffic lights with No Turn signals.
Could we divert bicycle traffic elsewhere? There are definitely more cars using that route, otherwise all that car traffic would be diverted towards Johnston street/Hoddle St which is already chaotic as it is.
You will be responsible for the people making dangerous right turns onto Johnston.
Whilst I agree that the pedestrian and cycling links/track is too narrow, incomplete and in need of a significant rethink, a total closure to vehicle traffic is a blunt and lazy option. The area needs to be assessed with all users, including those in vehicles in mind. This type of assessment will probably yield a lengthy and costly solution but one which will ultimately benefit the residents of Abbotsford and Clifton Hill as well as the wider community for the long term.
I am a cyclist, a road user and a rate payer. I prefer to use the pedestrian flyover to make my way from Trenerry Crescent over towards Roseneath St so I can go home. Trenerry Crescent is too narrow and unsafe for bikes and cars but closing it would be a huge inconvenience to all road users and residents. I think a solution I haven't seen offered is to have pedestrian and cycling traffic in one direction only around the bike path. For instance if you enter the bike path from the Ramsden st Oval side (near the Recycling centre) and cross the creek bridge, turn right towards Dights Falls. How about, from that point is 1-way only so you have to do a loop to get back. Cross the bridge again at Dight Falls and turn back onto the path on Trenerry Cres (under the bridge) and that takes you back (1 direction again) to the Recycling centre/Ramsden st reserve where you began. Easy!!!!
AGAINST a road closure - there is plenty of room for walking and cyclists. Closure will cause a huge disruption for my commute to work
A southbound only closure would achieve nothing. Please trial the full closure for some effective results!

Attachment 2 - Online survey comments

I'd like to register feedback strongly against closing Trenerry Crescent between Abbotsford and Clifton Hill. At present, turning right onto Johnston Street out of Trenerry Crescent is very dangerous - there's poor visibility and we have had numerous accidents. Travelling via Clifton Hill is a much safer option. A road closure of the type suggested would mean that residents of Trenerry Crescent would be forced to use Johnston Street, and I think it likely that you'd see an increase in accidents at the Trenerry/Johnston intersection. Unless you're planning to install traffic lights at this intersection first, any road closure along Trenerry will impact residents adversely.
A lot of residents want this closed but are not as vocal as the group who want it kept open.
As a resident of Noone Street, I use the Trenerry Crescent access to travel to and from Kew and for access to Richmond. Please don't close it. This is an important link for local residents. Non residents who use the underpass do so because at peak hour the right turn from Johnston Street into Hoddle Street to then go onto the freeway or travel north is prohibited. If you close Trenerry Crescent, how do I get back to my own suburb at peak hour if I can't turn right? If your purpose is to deal with 'rat runners', have you considered tolling technology to detect cars that are not registered to a 3067 or 3068 address?
The Merri is so packed - thanks for looking at ways that people can safely continue to use it!
I use the walkway on Trenery crescent daily and it is impossible to social distance. Particularly problematic as many runners use it (myself included) and are not wearing masks. It is also dangerous when cyclists ride down it. Cyclists should be encouraged to use the road, it is quite safe and when I am working in the office I use it and find it to be fine. Much safer than the walkway!
Terrible idea, that threatens to divide communities and discriminates against those with disabilities who need to drive and don't want to waste petrol and pollute the atmosphere by driving all the way around via Punt road to reach for example Victoria Park, instead of driving the 500m between Clifton Hill and Abbotsford via Trenerry Crescent
It makes complete sense to me. I think it would be an excellent response to the increased use of Trenerry Cres and surrounds and the decrease of vehicle traffic.
Such a closure would push local vehicular traffic onto an already unattractive Hoddle St.
I
I frequently use this route to avoid having to use Hoddle St and use back roads in that area. This closure would also force the traffic to alternative routes and create more traffic using Johnston St which is already very busy. This would not be a smart move to close this road for people living in this area.
A full road closure sounds great, but southbound only sounds horrible and would achieve nothing. The problem is the northbound traffic! The northbound traffic is severely detrimental to the livability of Clifton Hill. Heavy vehicles and cars that accelerate heavily are constantly heading northbound and causing huge traffic problems in Clifton Hill. I really hope the full closure goes ahead or at least a northbound closure. It'd be really disappointing if it doesn't. Our lease is up for renewal and we have decided that we will only renew contingent on the northbound or full closure.
I suggest we need a bike lane on that road. And a wider sidewalk.
please do not shut the trenerry crescent road. its unnecessary as there are many paths for cyclists and pedestrians. it allows the residence of clifton hill to go to abbotsford without having to drive on huddle st .
Long term closure of this road would be a very bad idea. Even during 'quieter' times of the day turning right onto Johnston St takes forever. During peak hours of the morning and after work in the evenings it would be almost impossible and would block the roads around Victoria Park. Trenerry Cres/Gray St

Attachment 2 - Online survey comments

also provides better access to Northcote and other northern suburbs. This closure would only lead to further congestion across Nicholson St, Hoddle St and Johnston St - please reconsider this idea.
I access Trenerry Crescent on a daily basis for either accessing my son's school in kew or caring for my elderly parents who live in Kew also or shopping at the Hive in Abbotsford. Forcing me to use Hoddle St to conduct my daily business will increase my travelling time by 20 mins each way and increase my greenhouse emissions. I have lived in Clifton Hill for 30 years and grateful every time I use Trenerry Cres as it allows me to get where I need to be in a short period of travelling time. I have also noticed that since they widened Chandler Hwy that less people are using Clifton Hill as a thoroughfare. Pedestrians are well catered for in Clifton Hill with footpaths and the walk bridge over Eastern Freeway, and as for the cyclists there is a path on the otherside of the Merri Creek opposite Trenerry Cres which I cycle to exercise. I think we have a good balance in Clifton Hill which meets everyone's needs. By closing Trenerry Cres to vehicles will be detrimental to those of us that need to drive. Many residents in Clifton Hill who drive are very aware and mindful of pedestrians and cyclists as many of us walk and cycle ourselves. Maybe education is what we need . Knowing the rules will prevent confrontations. There are just as much poor behaviour from cyclists and pedestrians as there are drivers. Many in Clifton Hill have complained and have had issues with cyclists that speed , maybe having speed restrictions for cyclists that is enforceable like it is for vehicles will make Clifton Hill safer for walking. By closing Trenerry Cres to vehicles, I fear we will have more accidents with speeding cyclists colliding with pedestrians , as this has happened in other suburbs.
As a 30 year resident of Ramsden Street, Clifton Hill, I am aware of the challenges local residents face accessing Richmond/Abbotsford and Kew should you have to use Hoddle Street. Closure would just penalise local residents and increase congestion on Hoddle Street (which is already congested). Similarly, local residents south of the freeway would only be able to access Clifton Hill/North Fitzroy by interring Hoddle Street which can be challenging, even outside peak times. City of Yarra has never policed "rat runners" traveling through East Clifton Hill heading south in the morning peak (and north during the evening peak). A trial of this should precede street closure. Has the City of Yarra explored the feasibility of widening the footpath on Trenerry Crescent under the freeway?
My comments have been emailed to info@yarracity.vic.gov.au
Live right on the border of Clifton Hill and Northcote near Heidelberg Road and commuted through Yarra Bend / Trennery for years to work at Abbotsford Convent. I would ride my bike all year round except in winter when the river trail felt unsafe. If driving, going via Hoddle/Johnston would triple the time of my commute if I couldn't use local roads. I don't think the road is the problem....make the bike path safer and the improve. I would sometimes push my bike over the freeway footbridge to avoid riding through the dangerously dark Trennery underpass late at night. There is no other direct route for vehicles between Clifton Hill and Abbotsford so closing the road just diverts the problem elsewhere. Access to the Convent is difficult enough without closing another route.
hoddle street is fully blocked at peak hours and this is the easiest way for emergency vehicles and residents to access their gP , coles, schools and day care. If planning for better cyclist access then the closure should be at CBD for cars and trucks .. Closing a suburb access impacts the residents negatively
I live on Trenerry Crescent and regularly use it to get to the Eastern Freeway. If it were to be closed I don't know how I would get to the Freeway as there are no traffic lights to give me the option of a right hand turn onto Johnston Street and during heavy traffic it's just not possible to get out onto Johnston Street.
No don't close the road, police should enforce the no left turn sign at Trenerry crescent in the times the sign says. We need this road.

Attachment 2 - Online survey comments

There should be a boom gate and Victoria park residents has a fob key to access the area. Local traffic only
It would be extremely inconvenient if Trenerry crescent was closed, even if just for 3 months. Having to drive on hoddle street instead would make my travel time so much longer Please don't do it !! Thanks
It would be nice to see other ideas for usage. When restrictions ease, can we have badminton nets? :) Also, for Option C - leaving the south-lane open is preferable to the north-lane. Northbound traffic rat-runs up Yambla St bike lane and makes it unusable. I had tried to ride with my kids here but have experienced a number of bullying episodes from motorists (one reported to police). If you leave the north-bound lane open, you need to cut off north-bound traffic at Yambla.
The trial closure is supported as I ride my bike between our home in Collingwood and her kinder and or the Yarra/Merri Creek daily and crossing Trennery Crescent with its succession of rat runners is the main area of danger for our ride.
There are no second and third options. Roads need to stay open. How can the the ever increasing population manage with decreased roads? Not everyone is bike mobile, public transport capable or agile enough to manage without cars and roads.
This route is used quite often.
Traffic lights at the intersection of Trenerry Crescent and Johnston St.
There is a bridge for pedestrian and bicycles to cross M3 with ramps. You should educate cyclists to use the bridge which was built for. If you propose this to reduce the traffic of Trenerry Crescent, you should make sure people follow the sign at the corner of Trenerry Crescent and Johnston St.
We use this road daily to access Clifton Hill. It's part of our community and trying to do this via hoddle/Johnston Street would be time consuming and frustrating. We live on the street and completely oppose the closure.
Hello, I fully support for the full road closure of Trenerry Crescent. My wife and I have voiced our opinions to Stephen Jolly over the years and he has tried to help the community with trying to stop the 'ratting' that happens in Clifton Hill. We have speed bumps in front of our house and they have absolutely NO affect on the speeding motorist who use Trenerry Crescent to get onto Heidelberg Road. Residents that have small children on our street our nervous when they place their kids into the car. It's only a matter of time before somebody is hit by a speeding car on Fenwick Street and other streets that are used by people commuting for work. Our cat was run over last year from a motorist that was speeding. If the decision is not to close Trenerry, I would like to request the council to introduce more effective speed humps to deter people from speeding as they are 'rat' around to gain access onto Heidelberg Road. We are very happy to see that the council is taking this matter seriously....finally. Well done!
This is a key access link into our suburb and avoids trying to get in from other points which can be awkward at times. I don't believe this route is used as a major rat run but is extremely useful for us living in this block of Clifton Hill. I believe the closure of this link is likely to lead to a permanent road closure in the future at least which appears totally unnecessary. You may be doing this for Virus reasons currently for distancing. Why not put in a temporary traffic light system for one lane for both directions and barriers for pedestrians/cycles to work with there to be removed as soon as possible after the virus is controlled.
Crazy idea! You'll drive all that local traffic on to Hoddle St and add hugely to travel times. Whose idea was this? Leave it alone! There's no problem!
Note: resubmitting as character limit has been increased. I am in support of the closure for two key reasons 1) reduce trough traffic, and 2) increase safety for

Attachment 2 - Online survey comments

pedestrians and cyclists. 1) Living on Yambla St, there is constant through traffic from Trenerry Cres (presumably to) Heidelberg Rd. It is much worse in the afternoon, but is constant through the day. Anecdotally, I've been told lots of people use the backroads to 'get home faster'. I don't want my street to continue to be used to save people a bit of time. Often trucks and utes use Yambla and accelerate after the speed humps, creating a lot of noise. 2) I've also had incidents where drivers cutting through Clifton Hill drive quickly, not looking out for or slowing down for residents. I've had friends who live in the area also have issues with aggressive drivers not slowing down, and nearly hit their dogs. I'm not sure COVID should be used to support the closure, however the above points are real issues (for some locals). I think some formal data collection and evidence is required to support any change. Is it possible to use number plate technology to determine the proportion of vehicles that use Trenerry/Yambla to then turn right on Heidelberg Road? Opponents to the Trenerry closure are now claiming 'rat-runners' don't exist, and I find this quite insulting/frustrating as a Yambla St resident. Data would assist in demonstrating the extent which Clifton Hill East is used as a 'short cut' home for non-locals. I also know many local residents use Trenerry Cres, and perhaps a compromise is the best way forward. As Yambla st offers a very easy route for through traffic, another alternative solution could be changing the direction of Yambla st or closing Yambla? This would help deter non-residents from cutting through, and would also ensure locals who want to continue using Trenerry could do so.
Ridiculous proposal!
I oppose any closure to Trenerry cres.
I strongly oppose any closure to Trenerry Cres in any form.
I live on Trenerry Cres. In order to get onto the eastern freeway outbound or getting to Clifton Hill, this closure would increase the travel time drastically. Not to mention, turning right from Trenerry into Johnston street can take 10-15 mins sometimes during peak time.
Found out about this via someone in the apartment building I live posting it in the elevator. Nice job on the notifications... What a disgrace! It would be nice to have a council competent enough handle a list consisting of minor issues and borderline "imaginary garbage" issues like routes to local facilities that should be closed during this period anyway. Furthermore, you're causing major traffic and noise issues of constant stop/start of so many speed bumps contributes to carbon dioxide more than forcing traffic into fewer routes. Driving up one of few roads that cross the freeway only to find it is closed and have to drive all the way around to find another route will anger many and again contribute to pollution. There are numerous foot and bike routes you can direct people to take if you feel CARS on this ROAD are such a threat to peoples 99.9% chance of surviving covid.
We use the Trenerry Crescent route to Abbotsford on a daily basis as we are Carers for my elderly mother. We purchased an off the plan apartment for her four years ago Based on the ease of access between our home in Clifton hill and her location near Victoria Park in Abbotsford. There are no traffic lights between our place and hers so we can get to her quickly. I frequently take her to her GP In Kew junction . The trip via trenerry crescent to her apartment takes two minutes - going via Hoddle street Is dependent on giving way to hoddle street traffic, crossing the freeway and three sets of traffic lights Before turning into Johnston Street. This can often take six minutes - up to ten in traffic. We have lived here for six years and aren't impacted by the "rat run" to get to Hoddle street via Trenerry & Noone streets. Perhaps the use of number plate identification technology to ensure local traffic only uses the road would be better served. This road provides important access and in our case

Attachment 2 - Online survey comments

functions as a connecting lifeline in our suburb. I don't believe we would have purchased here 6 years ago or bought my mothers apartment 4 years ago if the trenerry crescent route hadn't been available.
How can we give feedback on a proposal when Yarra have withheld data needed to form an opinion. There is no information on local traffic V's non local traffic.... I suspect there is no data on this. So we close an access road on our opinions, not on facts that drive change.... it is just crazy
I have lived in Noone St Clifton Hill for over 6 years and have never been overly impacted by the "issue" of rat runners using Trenerry Crescent to get to and from work. This only occurs during peak (non-COVID) weekday commute times and so is really very minimal anyway. For me, Trenerry Crescent provides a convenient, and timely link between my home and: 1. The home of my elderly dependent mother-in-law in Abbotsford, for whom my wife and I are primary carers: Direct access is really important as we have made many emergency dashes to her apartment (700m away, and with no traffic lights). The location of her apartment and accessibility was a critical decision for us. 2. Petrol station and Woolies Express Supermarket opposite Lulie St Abbotsford 3. The Hive shopping centre and pharmacy in Nicholson St This proposal will add up to 6 minutes to what is approx a 2 minute drive. I do not support it at all. I have deliberately not selected options B or C into the preference section of this form, as I do not want them considered them at all.
The road link is critical for locals to move between abbotsford, Fitzroy north and Clifton hill. Congestion is extreme along Johnston street and Hoddle for most of the day and any movement using this route would be not be an improvement for local residents. Whilst there are people that rat run, this occurs on nearly every north/ south road leading into the city, it's part of being inner city. People generally move through at slow speeds and are aware of pedestrians. To note I am a pedestrian/ train commuter who lives on trenerry. I support people commuting via cycling, though there are a number of commuter cyclists which are often rude and impatient with pedestrians. These don't generally tend to be the locals in the area- always walking we know our local neighbours! If cyclists need a more direct route then upgrade the adjacent footpath to allow for both. Past the underpass heading south they already dominate the footpath.
Please do not close off this connecting road
Dont close it! We need it. ive lived in the area for 10 years its not an issue at all . I drive and ride a bike and never have an issue using this road..
Any closure of Trenerry Crescent is short-sighted and will adversely impact local Abbotsford residents that use this road as their only route of transport during peak hour traffic. The closure of Trenerry Crescent will force local Abbotsford residents onto Johnston St and Hoddle St in order to travel to the northern suburbs. This will significantly increase congestion on these already busy and dangerous roads. As a local resident that lives on Trenerry Crescent and an essential worker who must commute by car to work during this pandemic, any changes in access to this route will significantly increase my commute time. I am certain there are many others who share my predicament, as Trenerry Crescent is a densely populated area with many apartment residents. As a commuter who uses this route every day, peak hour traffic is never bad enough to warrant closure. Furthermore, not every local resident has access to a bicycle or can travel on public transport during this pandemic. Any changes to Trenerry Crescent will impact those residents that are currently experiencing these circumstances. Lastly, cyclists and pedestrians have access to the Yarra and Merri Creek trails (directly adjacent to Trenerry Crescent). These trails are large enough to accomodate pedestrians and cyclists, in addition to the footpaths alongside the road. Vehicles owners and users that use this road should not be penalised where there is currently adequate access for everyone.

Attachment 2 - Online survey comments

I live in Clifton HIll and work in Abbotsford. Trenerry Crescent is my direct route to work, and as I have to occasionally visit clients, I need to drive into work. Shutting Trenerry Crescent will mean that I will have to drive down Hoddle St to get to work, taking my drive time unnecessarily from 5 mins to anywhere between 15mins to 20 mins. I moved to Clifton Hill because of the convenience. Clifton Hill already has limited roads in and out of it. This is just ridiculous.
I live on Ternerry Cres and would support the closure trial. There are lots of pedestrians and cyclists pushed over onto the sidewalk. At times this can cause congestion between walkers and cyclists especially under the bridge section. Reduced traffic would be a bonus less traffic noise
It will be very frustrating to get to Abbotsford via car for locals.
This is ludicrous and would equate to my family having to potential change schools and upset our families structure along with many others
It is understood that you are considering this initiative particularly to ensure cycle safety, however this is the only link from Clifton Hill village to Abbotsford to the south and to the east to Kew and beyond. The only alternative would be to join the Hoddle Street congestion and creep along until we get to Johnston Street. The recent changes to Hoddle Street (no right turn from Johnston Street East) has pushed a lot more traffic down Trenerry Crescent who are not locals using this "rat run" during peak times to either get onto the Freeway and out East or going North to Clifton Hill, North Fitzroy and Northcote and beyond. Solutions: 1. Leave the road open and let us residents put up with the "rat run" at the peak hours (max 10 hours a week). 2. Allow right turn on Hoddle Street to allow traffic from Johnston Street East to turn north up Hoddle Street - I suspect this also has forced traffic up Johnston Street into Collingwood to find any right turn to get onto the Freeway! Wellington Street seems busier since the VIC Roads no right turn at Hoddle decision. 3. Spend the money on creating a wider bicycle/walking pathway under the Freeway Bridge on the western side of Merri Creek that canter-levers out over the bank to make cyclists and pedestrians safe. There are plenty of examples of this up Merri Creek Trial. Note that this will alleviate the cycle/pedestrian congestion on the eastern side of the Merri Creek under the Freeway Bridge which does not provide COVID safe 1.5m seperation and often jams cyclists up close into pedestrians.
Great idea! Let’s do more.
These proposed changes will create more traffic issues elsewhere. Particularly Hoddle St (where they’ve spent how much to improve flow?????$$$$), Johnston St and surrounding streets of Clifton Hill.
a full, or partial closure, will have to the population of Yarra and surrounds is equal. A partial closure should not be considered as an alternative
I use Trenerry Crescent every day to go to and from work in Church St., Richmond to avoid heavy traffic on Hoddle St. It is already taking me more than an hour to get to work in Richmond from Epping. Taking Hoddle Street is going to take me even longer to get to work and to get home from work. I would appreciate it if Trenerry Cres could be left open which would make easy access for everyone.
I am very concerned that there is consideration to close Trenerry Crescent. This is an important route for those traveling from Fairfield/Clifton Hill to the Abbotsford region. The alternative route is via Punt Rd which is difficult (particularly at peak hour when it is extremely hard to turn right onto Punt Rd and then extremely slow) or via Chandler Highway (which involves significant extra mileage to get to Abbotsford and is not an environmentally appropriate choice). I truly can not see the reason for closing / reducing this road.
It is important for residents who live in the area between Hoddle st and Trennery Crescent to have an alternate means of accessing their suburb other than turning right onto Rosneath and Ramsden st

Attachment 2 - Online survey comments

from busy Hoddle st as the current traffic arrangements would lead to right turning traffic backing up into the right hand lane on Hoddle st increasing the risk of accident and traffic jams.
I would not like the road to be closed as my household access it often to travel to the northern or eastern suburbs in the morning. During this time the right turn at Johnston and Hoddle Street is not allowed. It will take considerably longer to travel north or east if the road was closed.
This road is used as a rat run buy vehicles avoiding Hoddle St. as a resident the traffic morning and night avoiding Hoddle is I feel unfair on the residents as Hoddle St improvements I thought were to improve traffic travel times and protect local residents from excessive traffic in our streets so we could walk exercise and enjoy the beauty of the suburb.
I have selected the only option I can support. I checked with Yarra Council and was told this would still be a valid vote. Given this, I think your voting instructions are misleading and many people will think they have to list ALL options in preferential order, even if they would not want some of them implemented. This could skew results.
Please do not close this road. I used it every morning to get to work. I wouldn't be opposed to closing the road if they hadn't of changed the conditions at Johnston/Huddle Street and prohibited people from turning right from Johnston st onto Hoddle St. One or the other I say. Don't keep making things harder.
If your objectives are to create more space for people to keep a safe distance from each other whilst on the path and provide safer riding conditions for cyclists, then upgrade the existing footpath infrastructure to provide a dual lane cycling/pedestrian path. Please don't suggest that this would contribute in any to delivering positive change for your Climate Emergency Plan, this is only going to re-direct traffic from Trenerry Crescent onto already congested roads and increase travel time for those in vehicles.
Excellent idea to improve local amenity and access for cyclists whilst separating them away from pedestrians to improve safety
The instructions re preferences mimic a preferential voting system and appear deceptive as they imply that you cannot choose just one option (i.e. no closure). I do not want either of the closure options. I use this route to access Heidelberg Rd for childcare duties in West Heidelberg and to drive to Yarra recycling facility. I live in the north end of Charles St Abbotsford. The changed traffic conditions (since bike lanes installed) in Vere St (and Johnston St) and short traffic light cycles/no right hand turn cycle for cars banking up to turn right from Vere into Hoddle St and the heavy traffic on Hoddle St (sometimes blocking intersection) make diversion onto Hoddle St to get to Clifton Hill a nightmare in terms of traffic congestion and time. I fear this so-called temporary closure may become permanent.
This proposal will create more problems in the future. It's impossible to gauge the flow on traffic effect it will have in the current climate. Pushing more cars onto Johnston and Hoddle st is not helping anyone. The proposal doesn't "reduce traffic" it adds to congestion in other areas. If "safety" is the issue perhaps bring the speed humps up to date or include other traffic management in the area. Yes the footpath is tight under the overpass but there's multiple options for pedestrians to avoid that stretch of path if they're currently overly concerned about social distancing (other side of river & Alexander pde east foot bridge). Maybe point this out. This would also be of benefit for "less confident bike riders" as the section you plan to close is a steep hill with speed humps. I should add I rarely drive, am an avid cycler and frequently walk with the pram around dights falls and surrounds. Using the Covid-19 pandemic as reasoning for closing roads is shameful.
Should be permanent closure. Have had several close shaves from cars not slowing at the corners especially northbound.

Attachment 2 - Online survey comments

I think it's useful to provide access northbound for people living between Johnston & the freeway, rather than forcing them onto Johnston. But excellent to dampen the morning southbound rat run through Clifton Hill, which is when kids are walking to school.
Closing this access to Dight's Falls and walks prioritises usage for nearby locals, making it a longer drive along Johnston street for any other Yarra residents apart from those in Clifton Hill. Or those riding bicycles. It's difficult enough walking on your 'walking trails' with aggressive cyclists constantly edging pedestrians out of the way. Think I'll just give up and forego any future plans to walk there.
We live in Clifton Hill and believe that through traffic in the morning and afternoon creates an unsafe environment for pedestrians and cyclists. We support Option C, the partial road closure, as we believe this is more likely to be acceptable to VicRoads/Department of Transport and other Clifton Hill and Abbotsford residents. In our view the through traffic impacts the amenity and safety of the residents in the affected streets, while closing Trenerry Crescent impacts the convenience of residents not in the affected streets. We believe all residents are entitled to amenity and safety while convenience is less important. The enforcement of the no turn signs is nonexistent. It takes a lot of traffic police to enforce the turn bans because there are so many protected streets. We believe it would assist if the State Government enabled the traffic police to use "no turn" cameras in the way they use "speed" or "red light" camera. We suggest the Council could champion such action with the State Government to address the through traffic issue.
Last weekend I went walking with my family along the Merri Path and noted that the walking path, footpaths etc were more than sufficient to handle the amount of foot and bike traffic on a bright, sunny winter's afternoon. Therefore, I don't understand the 'making space for you' strategy for Trenerry Crescent as parkland, bike tracks, pedestrian tracks, shared tracks, open space are available now and as is, given social distancing. Those of us who have lived here for a lifetime–in our household we total 229 years collectively-lived through the Hoddle Street massacre. That night, I had family visiting and advised them to return home using Trenerry Crescent as the popping sound suggested, at the time, that there were railway works happening adjacent to Hoddle Street at Clifton Hill Station. PTV used explosives to warn train drivers of workers on the line. The sound appeared familiar. Little did we know of the sadness and carnage happening a few streets away. My family visitors headed home under Trenerry, up Johnston Street and safely home. Egress and entry via the Trenerry corridor gives me peace of mind – if something were to happen on Hoddle Street, there is a way in and out of this pocket of Clifton Hill. Please think, discuss and take into consideration that for some of us long-time residents, Trenerry provides a safety net as it did on the evening and days following that awful night Sunday 9 August 1987.
I live off Trenerry Crescent in Abbotsford. I am very pro the southbound lane being closed but the northbound lane would affect the ability of this part of Abbotsford to get into traffic a lot. Trying to take a right turn onto Johnston in rush hour (either morning or evening) is essentially impossible, and without any traffic lights most of the time we are resorted to using Trenerry Crescent to try to merge with traffic that way. The southbound way however would not matter much - it is a lot easier to get into our area than it is to get out.
A northbound closure on Trenerry Crescent would add considerable travel time for a multitude of residents - it doesn't make any sense. One of the reasons so many people live here is for the ease of access north bound, and this would prevent that.
I regularly need to go to AEU building from Heidelberg Road for meetings and PD. I have family and fiends who live on or adjacent to Trenerry Crescent. This closure would force me to use an already busy Johnston Street and Hoodle Street in order to visit. I'm mindful of not being able to turn right into Hoddle from Johnston at times which will impact my driving time to Heidelberg Road (both of theses roads are parking lots in peak hour...)

Attachment 2 - Online survey comments

This will be very inconvenient and puts me/us into already busy streets. Going through Kew is not an option and would be a ridiculous detour/waste of time. I'm not sure what the goal of this action is. I am not a resident The City of Yarra - I have destinations that require me to have access to Trenerry Crescent. Have you thought about blocking off Trenerry Crescent at Johnston Street?
I believe a partial road closure would suit the community most. Many residents have complained of rat running in the area, and I believe a partial closure would slow the traffic associated. Ideally the single opening lane would be bi-directional governed by traffic lights, but I understand this option is not proposed. There is no safe journey for cyclists north/south over/under the freeway and something needs to be done. If we cannot widen the path then this is the next best solution.
I strongly oppose the closure of Trenerry Crescent. Leave things exactly as they are! I live near Johnston St so Trenerry Cresent is the route to the Northern Suburbs! I do not understand why you are wasting council resources on this proposal!
This road provides a very easy route between Fitzroy North and Abbotsford without having to go on the main roads. I use it to visit friends in the area and also to volunteer at the Fareshare Kitchen Garden. I prefer driving on the smaller roads rather than Hoddle or Johnston. There is also an alternative path on the other side of the creek for those who do not like the traffic. Could this path be widened to accommodate a larger throughput. Thanks, Linda
As a resident, road user and bike rider, i find this trial to be a great inconvenience, poorly considered and exceptionally badly communicated. Maybe consider starting again and doing it properly?
Important access point for the eastern side of Clifton Hill especially for locals
As a regular user of this road, the closure would be of major disruption of traffic and inconvenience to the public.
Unnecessary to close with plenty of spaces for walkers & cyclists in the area
This idea seems ill conceived and extremely disruptive to the local residence. Whom does this benefit? There are many alternative routes for bike riders and walkers if they feel unsafe.
So many cars speeding past my house!
As a resident of Abbotsford I am a regular user of a number of facilities and recreation services in Clifton Hill. Many of these are in the Clifton Hill area east of Hoddle Street. If Trenerry Crescent was closed I would need to access the Depot and it's recycling service, the Quarries Park and the sporting ovals by travelling in streets such as Hoddle and Johnston, both of which are already heavily congested. It makes no sense to add to the general traffic by precluding the most direct route.
Important and time saving link for me & my family from Fairfield to Collingwood, & the community services, family & friends we use in Collingwood.
Strongly oppose any closure. The attempt to close this road seems to have been ongoing for the last few decades. Due to the virus less people are using public transport so despite a lot of people working from home the traffic volumes on Hoddle St, Johnston St and Heidelberg Rds are high. If there is any closure: • 'North' Abbotsford residents will be locked in to using Johnston St only and if travelling north will need to turn right on Johnston St which is precarious at the best of times especially with the changes that occur in the centre variable lane. • 'East' Clifton Hill Residents will be locked into using Hoddle St to head south which is also difficult due to volumes and will lead to vehicle queuing on several streets as well as impacting northbound traffic on Hoddle St as right turning vehicles at Roseneath St and Ramsden St will jam up the traffic flow.

Attachment 2 - Online survey comments

• More vehicles will also use South Tce, North Tce, Gold St and Wellington St to avoid Hoddle St increasing vehicles travelling in 'West' Clifton Hill – increasing risk for children given the schools in that area. • The impact on residents in these area could be devastating with delay in Emergency vehicle access which has been flagged with all the previous attempts to close the road. If there is any 'walker / cyclist' congestion during lockdown it is not on the road or footpath on Trenerry Cres it is on the shared path on the opposite side of the creek and only on weekends.
I am a member of the collingwood toy library, and also work at the AEU. This closure would add an extra 25 mins to my journey to work if I had to go down hoddle street in the morning to get to 126 Trenerry cres. Please do not close the road!
I am a district nurse for St Vincent's hospital and regularly use this route on my rounds visiting patients within the Yarra shire (one round covers Clifton hill, to Abbotsford and north Richmond and Collingwood. It is also used as a thoroughfare commuting from Northcote to University of Melbourne Early Learninh Centre (I use this route by both electric bike and car)
Too many cars cut through Trenerry Crescent from out of town with little regard for speed limits and safe driving. I support this measure to make it safer for pedestrians and cyclists in a live-able neighbourhood.
The closure of Trenerry Crescent is completely unnecessary. This route is used mostly by locals who need to get to Clifton Hill, North Fitzroy etc. without having to go through Hoddle st. Blocking off Trenerry Crescent will only add to the congestion on Johnston St and Hoddle St and significantly increase the local people's commute times. As a person who frequently uses this route during peak traffic times, I can confidently say peak hour traffic on this route is never bad enough to warrant complete closure. Moreover cyclists and pedestrians have access to the trail that goes alongside trenerry crescent, their reasoning for closing off trenerry crescent is one-aided and unjustified.
Firstly - I believe there is a collective disappointment from the community regarding the lack of consultation and discussion around this new proposal. I know there has been a long standing issue around improving the intersection at Noone/Gray/Trenerry and commuter traffic but this proposal does not seek to implement any supporting traffic and infrastructure changes to enable a better traffic flow through the area. This is an important thoroughfare for local residents living in and adjacent to the area. The case for additional space for COVID distancing is null as there are 2 pedestrian overpass/bridges 300m either side of Trenerry Crescent with both being readily utilized by commuters and locals. To support a closure of Trenerry Crescent, there needs to be additional traffic infrastructure in place around Johnston, Noone and Roseneath streets to allow local traffic to enter and exit the eastern section of Clifton Hill. More thought and input is required to come up with smarter traffic solutions - not just block roads! We live in an inner city area and peak hour traffic is a trade off of living close to busy city precincts. Creating rat runs by diverting traffic up and down one way streets does not serve to reduce traffic or help it flow better, it just serves to frustrate drivers and annoy them enough to find other routes. East Clifton Hill IS NOT a gated community and should not be treated as such by continuing to close off streets to traffic. The constant use of speed humps is also frustrating for local residents, but that's another story. I would support a closure of Trenerry Cres if council outlined ideas and topics for discussion around improving and opening other entry/exit points in the area affected.
It's not clear why this is being considered and how it is reasonable or viable for local residents who use the road everyday. I should have the option to not answer a second and third preference as I don't agree with them at all. In addition, running a trial in the middle of a pandemic when traffic and people's habits are significantly altered is disingenuous.

Attachment 2 - Online survey comments

If the proposed closure is about pedestrian and cyclist safety and support then undertake proper research and investment to improve the underpass. Trying to squeeze in bike lanes on both sides of the road and also have a 2 way pedestrian path is a poor use of space and more dangerous. The road is essential for me to get from my property on Ramsden Street without taking an extra 20minutes + at the end of Ramsden Street just to get on to or go over Hoddle street and the train station. I do a lot of shopping locally in Abbotsford and Collingwood which requires access to the underpass. As an inner city suburb the practical reality is that the population is increasing. If you want people to take PT then lobby to improve the car parks at the train station at Vic Park and Clifton Hill, without charging crazy parking fees. It is well researched and documented that transport habits including cycling, PT and car traffic are complex and require larger more systemic problem solving for them to be effective in delivering economic, safe and environmentally sustainable solution.
Please focus your time on other environmental issues such as fixing up our parks and traisl which have had trees removed and not replaced for over a year. Do not close important roads which will lead to further traffic congestion on main roads and just worsen the problem in other areas of the suburb.
This is terrible idea and waste of council resources. Please focus on much more important climate and environmental issues.
Please do not close this important road for local commuters
I have lived and paid rates in Clifton Hill since 1997. Up until recently I also cycled to work every day. I am strongly opposed to the trial closure to cars of the Trenerry Cres underpass. It provides an important link that I personally rely on several times per week. As a cyclist, there are plenty of options for safe commuting through the area. Please don't do this.
Why is this even been contemplated ? I strongly disagree with the merits of the proposal and suggest our hard earned rates money would be better utilised elsewhere on more deserving causes. I suggest the $250,000 purported trial cost would have been better directed towards upgrading the existing pedestrian path on the eastern side of Trenerry St and making it more pedestrian and cyclist friendly, while maintaining the existing road. All three can co-exist, it should not be a case of prioritising one mode of transport over another.
This is a great initiative from Council!
As a resident of Clifton Hill, I use Trenerry Crescent to get to the shops. I need the car to do this as I have a small child and need the car to get nappies/ big items from the supermarket. I do not find it too much of a rat run apart from peak hour, which is perfectly manageable.
When is the proposed start date if the trials go ahead and how will this relate to COVID-19? i.e. If COVID-19 is "under-control" or eradicated will the road remain open? Using COVID-19 as a reason for the "temporary" road closure seems disingenuous and focussed more on the permanent repurposing of this vital link to local residents.
My preference is for a half road closure BUT that the NORTHBOUND lane be closed to vehicular traffic, not the southbound land. I live in Fenwick Street and there is a major issue with traffic cutting through our local street in the afternoon peak hour. Closing the northbound lane would have all of the advantages identified by Council but also address the issue of this afternoon peak hour 'rat run'. Road traffic cuts through Trenerry Crescent and then via Yambla St / Wright Street and Fenwick Street as a short cut between Johnston Street and Heidelberg Road. There is much less 'rat run' traffic in the morning peak hour, as left turn restrictions along Heidelberg Road seem to be reasonably effective. So, to achieve the Council's (and communities) ojective of reducing traffic, please close the northbound lane not the southbound lane.
Terrible idea and will cause massive disruption. Closing this road will shut off Abbotsford to Clifton Hill forcing more people onto Hoddle Street which

Attachment 2 - Online survey comments

is already congested. Not to mention makes it very difficult to take kids to school.
We should look at being able to support all modes of transport through that area - invest in a wider path for pedestrians. The existing path is poor and well due for an upgrade. This path should be wide enough for young riders to ride to school if needed. Lower vehicle speeds to 30 km/h - this is where it is needed, probably more than in Wellington Street. Trenerry Crescent to Johnston - might help to stop right turns from Trenerry to Johnston. Likewise for Grey St and Trenerry, stop access from Noone St to Trenerry and stop right turn access from Trenerry to Grey St to simplify the traffic flow options at the intersection. Thanks
I'm unclear what closing half or all of the road aims to achieve as the traffic would just cause congestion elsewhere. I ride along Trenerry and the creek twice a week - I don't think there's a need or benefit for any change.
This is a route that I use to take my children to and from school. Closure of this road will create major headaches for my family, as it will require us to use a much longer route and add a lot of travel time to our school commute in the mornings and afternoons (thereby creating more greenhouse gases from my exhaust fumes while I sit in traffic on the longer and slower alternative routes).
This is a waste of an opportunity and perhaps a smoke screen for the larger topic at hand- why isn't the bike path continuous along the Yarra from trenerry st to Toorak??
I have changed from my previous response...I don't think it should be closed fully or otherwise. The test at this convert virus time is inappropriate and really invalid ...there are other trails for walkers and bike riders.
Not realistic to close this road to car users for any length of time. I rely on the route to take children to school and to return to Fitzroy North (pre 10am) when other options are unavailable due to no right turn provisions. Many others will be in the same position.
This closure would limit the possibilities I have of getting to places around The Eastern and Southern suburbs. It would make the traffic on Welling ton St. Smith St. Punt Rd and other southern access roads more horrendous than it is now.
Ridiculous proposal, hoddle street around that point is very difficult to negotiate
What is the impact of closing Trenerry crescent. I'm a cyclist and own a car. I'm not sure I have enough information about the impact of the closure to be in favour it. It is already tricky to come in and out of Trenerry Crescent as it is.
Car access to and from the local area is essential to take traffic off other main thoroughfares.It is madness to even consider any type of closure.Think hard and intelligently.Look at relevant facts. Covid is only going to increase the need for car travel as people avoid public transport for many years ahead.At the very least, delay any decision for some years until this chaos settles completely.
Don't close the road!!!
If you close trennery crescent, you'll create a bottle neck into Clifton hill. There's no right turn signal on Roseneath st light(the only way into the sth end of Clifton hill) and traffic already backs up here on Hoddle st daily. Hoddle st is a nightmare as it is. No one like cyclists , they already have a bike lane on trennery crescent, don't give them the whole Road. You'll add 15-20 minutes to everyone in Clifton hills commute in the morning and afternoon and I can tell you, if this goes ahead, you lose my vote at the next election.
It utterly stupid, we pay registration as car owners to use our roads. If you are seeking to provide space for bikes, why doesn't the local brainiac councilor build a bike path for the greenies.

Attachment 2 - Online survey comments

Given this uncertain and bizarre times and the heavier reliance on active transport, we should welcome a re-prioritisation of our road hierarchy to support and encourage these users. Further, we should welcome a trial which can be re-evaluated later on. We will never know without trying.
You are not only stopping rat running but also severely inconveniencing local residents just trying to get to their house without dealing with the eastern traffic pouring off the Eastern freeway and grid locking Hoddle St and Alexandra Avenue at all times. What is your proposed solution for local residents who are Yarra rate payers just trying to get home?? Please NO CLOSURES without a local resident alternative
Many streets in this area are restricted for certain parts of the day. When I moved into the area this road had right hand turns restricted in the afternoon. Thsi restriction was removed without consultation. Prior to closing streets, why not reinstate that right-hand turn restriction and police it. It works on the Esplanade I use this road daily to avoid Hoddle Street. It would cause great inconvenience if I did not have free access.
Why would you possibly consider closing this road to vehicle traffic? It is a vital link between Clifton Hill and neighboring suburbs with no alternative routes other than Hoddle St which has its own issues. This vehicle route is vital and I have used it countless times over 23 years.
I use these roads both as a cyclist and motorist, reside outside the immediate area, but within Yarra. I recognise that it's nicer for any resident to have through traffic eliminated from their area, but public amenity has also to be taken into account. Indeed if closed it would probably put extra pressure on northside resident parking by motorists wishing to access the falls by parking and walking through. If the closed area was used for falls parking that has pros and cons too. Cyclist and pedestrians can already/currently gain safe non road access using the slightly longer adjacent overpass which has difficulties for anyone disable but this also applies to the steepness of the road under the freeway. Perhaps extra signage to inform cyclists and pedestrians is all that is needed. There are already time related restrictions on cars using this access to Clifton Hill from Johnson St. The road also provides a useful alternative in the case of congestion say due to an accident particularly providing access for emergency vehicles. Congestion also adversely affects climate change goals. With my cyclists hat (helmet) on I love cycling free of vehicles but we do also have to be fair to motorists. If you settled on a 1 way closure, could you use the freed up road for cyclists with Copenhagen style protection from cars whilst the pavement would be exclusively for pedestrians. Finally can't really see why necessary widening of the capital city trail could only be achieved by the road closure. I appreciate that sometimes not everyone will be happy but hope this assists your resolution. Thank you for asking us for input .
stop making it hard for people to get around by car
We are local and would be extremely inconvenienced adding 20 mins on to school drop having to go on to hoddle street
Much needed alternative route to kew schools. If anything improve it, move cyclists and pedestrians to separate “high- line “ for safety as it is narrow.
Any closure is not wanted
Any proposals that support greater access to public space that encourages more people outside can only be better for our community connections, health and wellbeing
I really can’t see a rational, valid reason for this road closure, which would not apply to many other roads.
Surely as the local authority you could have spelt Gray Street correctly ...
This is a route very well used by cars and little used by bikes. There is a bike path right beside the road that is safer and much more appropriate.

Attachment 2 - Online survey comments

Will further add to congestion on Hoddle street. Agree that the intersection at the end of Trenerry & Johnston St is a nightmare to get out of. If not traffic lights then left turn only out of Trenerry during peak time.
Whilst supportive of a safe environment for all users, I do not support the temporary closure of Trenerry Crescent for the following reasons: * Emergency access to Clifton Hill * Access for Abbotsford and Clifton Hill residents to easily drive between these suburbs and beyond without the need to use Hoddle Street which is a 'carpark' on most occasions of the day * It appears that priority is being given to pedestrians and bike users who are not the significant users of the road * Pedestrians and bike riders already have access to 2 alternative routes that do not have cars - the 'walkway' over the Eastern freeway and the trails * Providing a safe distance for COVID reasons will be minimal as people access the trails from either end of the proposed section to be closed. * It is unclear how the closure will respond to the Climate Emergency Plan given you will still have the same number of users regardless of what road they use * Measures do need to be put in place to prevent the 'rat run' in the afternoon from Johnston Street into Trenerry Crescent which has been exacerbated by the 'P' turn on Hoddle and the inability to turn right from Johnston Street into Hoddle Street at peak time. Many thanks.
I am a frequent user of a carshare vehicle at the corner of Trenerry Crescent and Johnston Street. There is observably far too much traffic using Trenerry Crescent as through traffic rather than local.
Residents of Clifton Hill require Trenerry Crescent as a main linkage between Abbotsford and Clifton Hill.
There should be better signage to make cyclist aware of a alternative bike path on the other side of the Merri creek that goes to Dights Falls. What would be handy is street type signs to direct people to off road paths and were they go to
This is an important link within the local community avoiding punt road. Removing it will just stress punt road even more. I ride my bike through here regularly but also drive to see friends and visit cafes. The cycle lane going under the eastern freeway is thin and poorly designed heading northbound. This lane, if safe to do so, would have been better on the opposite side of the road for bikes on merri creek trail. The reason why is that bikes as they head northbound under the freeway and up the steep hill on the merri creek/capital city trail are forced to execute a right-hand turn across the traffic but they are traveling too slow due to the hill. That is a dangerous turn. The bike rider would have to take their hand off their handle bars when already focused on the challenge of the hill and that is a problem. southbound doesnt matter if the bikes use the car lane as they are going at speed down a hill There are better options than closing the car lane. These would include. 1. utilising the garden space near where Trennary cres joins Grey street to make a spot where bikes can safely stop at the top of the hill, and give them an opportunity to pause and assess traffic and safely cross to execute a right hand turn. There is ample garden/bush space there for this and it wouldnt take much. 2. Direct bikes to cross the bridge near Dights falls to be on the other side of the Eastern freeway as there is ample space there. Bikes wishing to rejoin the merricreek trail could do so at the next bridge which is 100-200m north. All this would take is some better signage on the trail to direct people safely. This is a win for everyone as it keeps cyclists safe and keeps the road open. Thank you
stop making it harder for residents; take other steps to stop rat runners in peak hours
Trenerry Crescent is the only north south thoroughfare between Hoddle Street and Princess Street in Kew.

Attachment 2 - Online survey comments

People are not going to divert their Capital City journey to use Trenerry Crescent. Who are 'vulnerable road users'? Schools in this area already have very safe routes. There are no particularly unique safety issues with the Trenerry Crescent intersections that are not present at any other intersections. Trenerry Crescent is not relevant to Yarra's Climate Emergency Plan.
This is an important thoroughfare for people who live in Clifton Hill, especially when Hoddle St is impassable.
I think it's a great idea. I have deliberately avoided going there with my 5yo son on his bike as the footpath is very narrow and not much visibility going northbound.
I haven't observed that there is a problem with users of the Yarra Main Trail between the Council depot bridge and Dight Falls, so question the demonstrated need for the proposal. However I am supporting the complete closure of Trenerry Cres in the hope that it will still be in place when traffic flow resumes to normal. In those normal times, drivers does not obey the restrictions at Heidelberg Rd and Victoria St and excessively "rat runs" through the eastern part of Clifton Hill to the detriment of local residents.
Closing Trenerry Crescent from cars make zero sense in the fight against Covid-19. A motorist sitting in a car with the windows up (as would generally be the case in winter) has virtually no way of coming into physical contact with another person who is outside of the car, whether they are a bike rider or pedestrian. A road was and is created as a road for vehicular traffic, specifically cars. There is no way bicycles should be given priority on a road over a car. If deemed to be the case, a dedicated bike lane could be added by widening the road. Many motorists drive because there is simply no other viable transport options. While it is admirable to want people to ride a bike from a health and environment perspective, it is simply not practical for many car drivers to consider riding a bike. By cutting off Trenerry Crescent to vehicles, this is going to overburden other transport routes and add time to commuters journey's. This is detrimental to motorists mental health, which in this time should be a prime consideration. The reality is many people do still need to go to a physical workplace in a car, and adding transit time is irresponsible. If this route is cut off, some drivers may be forced to catch public transport, which would put them more at risk at contracting an airborne virus. I speak from experience mainly as a pedestrian when I say that say that many bike riders who ride in this area are over-confident, brazen, cocky, arrogant, cavalier, and ride in a downright dangerous and irresponsible manner, which includes speeding, cutting off other road users, running stop signs and red lights, riding on footpaths, and not dismounting on sections where they are instructed to do so. The often do not consider the needs of other roads users, and are aggressive and intimidating. Encouraging bike riders to take over this space is actually in my view a negative, as it may given them free licence to ride in even more unsafe manner, is detrimental to the harmony of all road users, whether they be pedestrians, car or bikes (noting that buses do not go along this stretch of Trenerry Crescent.) Thank you for the opportunity for me to comment on this important local issue.
You have given no context for this proposed closure. Is it a temporary measure, or the preliminary to a permanent closure? What are the bases for this trial? People are being asked to vote on a proposal whose outcomes are not spelt out.
I am unsure what a full closure would actually achieve except massive inconvenience. I use this route frequently in a northbound direction and have never encountered it being used as a 'rat run' or being congested.
Im not sure of the purpose of this proposal. Is it to decrease through traffic? Currently Trenerry crescent it is a sensible and direct way to get from the north of Richmond, Collingwood and Abbotsford to Clifton Hill, as we local residents have to do.

Attachment 2 - Online survey comments

It will make access to the Clifton Hill transfer station more difficult for all of the Yarra residents south of the freeway. The alternative is to take a much longer and time consuming route back to Hoddle street and back around....further increasing congestion and pollution. I also think it is a bad idea to decrease the links between the different areas/suburbs of Yarra. The freeway is divisive enough, but to close this link Im sure will make Clifton Hilll more isolated due to a closure here.
I live south of Johnston Street in Charles Street, and I see a lot of people use it as a short cut speeding to Gipps Street via Vere Street, it gets a bit awful at times having people use it as a rat run; and although I have used the Trenerry Crescent route a few times I have often thought that if I lived in Clifton Hill it would be awful, having people use that route also as a rat run to Heidelberg Road. It would upset me if I lived there. So I am in favour of making their lives a little better with a closure.
I oppose this plan because I use that road regularly to access the Clifton Hill Recycling Centre. No doubt, others do also. Closing the road will discourage recycling by those people living in Abbotsford and Richmond as the only remaining route will be via Hoddle Street and its terrible traffic congestion. Additionally, Trenery Crescent provides a connection between the suburb of Clifton Hill and the rest of City of Yarra. Closing off the road will worsen the social isolation effect already created by the freeway - that's why the freeway planners put the road there, to avoid such an effect.
NO! This will be incredibly time consuming & dangerous for residents of Trenerry Cres. Access to services north of our home will require dangerous & time-consuming right hand turns into Johnston St, & incredibly time consuming P turns in Hoddle St. Cyclists currently have access to a safe & separate bike path beside this very stretch of road so do not need to use it unless they choose to. The existing road management signs are sufficient to manage traffic in our area. Having chosen to live in the inner city I have already made the decision that traffic is a fact of life & I don't expect it to disappear. I must also express my extreme dissatisfaction with the apparent stealth with which council are trying to push this "temporary closure" through. The recent work on the speed humps in Trenerry Cres which resulted in street closure for a weekend was advised via multiple letters - yet a proposal to close our street for 3 months is only advertised by one sign on the walking path. I only know about this because concerned neighbours have brought it to my attention. Any temporary closure put in place now will not give an accurate view of the issues - in the Covid world traffic is so reduced from normal that the impact of the change routes will not be reflective of real world activity. I want my council to represent me as a resident and ratepayer. If the concern is for cyclist safety, perhaps we could institute a blitz on cyclists wearing visible (reflective) clothing at night, ensuring their bikes have lights that are visible to pedestrians & drivers & that they follow the road rules, A cyclist in dark clothing without a light is a danger to pedestrians & themselves on the road.
As a Trenerry Crescent resident, there are more pertinent issues on the street that need to be addressed. Firstly, the crossing near the entry to Victoria Park is extremely dangerous, cars barely slow down, let alone stop to let people cross. Better placed speed humps and more visibility would be a good start in addressing this issue. Secondly, if you shut Trenerry Crescent, it will force many of us to make dangerous right hand turns onto Johnston St in peak hour. As there are no lights at the intersection, this is already a dangerous and anxiety inducing endeavour that, too, needs to be addressed. Finally the problem isn't that there's not enough space, the problem is everyone using Trenerry Crescent as a short cut to avoid Hoddle street. If you can deter traffic away than that would solve

Attachment 2 - Online survey comments

most of the problems we face on this street, as well as in Clifton Hill. Shutting the street merely punishes the residents for a problem that's not of their creation and a better solution needs to be sought out.
This proposed trial is a total waste of ratepayer funds. A survey on Trenerry Cres was conducted a couple of years ago and the vast majority was against it. This looks like a cynical exercise in trying to sneak a closure in under the cover of a pandemic, while attention is rightly elsewhere.
As a cyclist walker and driver using these roads and tracks I have never had any of the problems you have listed. If there is an issue with traffic at the Johnson st end fix that intersection not close the whole road. The eastern freeway is a major impediment to cross between Clifton hill and Abbotsford and this access is great for locals to use.
Great to see more pedestrian and bike friendly changes being proposed by the City of Yarra - well done!
Trenerry Crescent is a key linkage between North Fitzroy/Clifton Hill and Richmond/Abbotsford/Kew, particular at peak times and school times. Closure will have a material impact on travel times and resident convenience A better option, aimed at safety, would be to widen the corner of Trenerry Crescent at the corner near the footbridge by acquiring a small area of the private car park frontage to allow safer turning for cars and bikes
With the recent upgrades to Hoddle Street, there is a prime vehicle connection between the northern and southern precincts that border the Eastern Freeway for vehicle connectivity in this precinct. Whereas the connectivity for cyclists and pedestrians is a little bit more of a zig-zag using the Main Yarra Trail to cross the Yarra River twice to get back on track. The closure trial would ensure that vehicular traffic is reduced to destination trips within the precinct. This further supports the opportunities of development in the area for traffic management, as well as reduced noise on local streets for residential areas.
Great idea. Get people exercising on their bikes safely during these unfortunate COVID times. Well done Yarra, good foresight.
There's a real need to provide more space for cyclists and walkers in this area.
No closure at all. You are limiting access to only fit/healthy people. How are people with disabilities or those who are elderly going to access Dights Falls?
I do not want this road closed. I rent in YAmbla Street, and it would be nice to have rediced traffoc, BUT it also allows me to avoid Hoddlw Street when I am coming from Johnston Street Kew or Nicholson Street Abbotsford.
I don't think it needs to be closed. It does not take a lot of traffic, and the traffic moves quite slowly anyway. Is this planned to be a permanent closure eventually? Is that what the council has in mind?
This would help those who ride and walk along here. Plus it would be a good traffic calming measure.
Stupidest idea ever!
This route provides safe vehicular access from Richmond and Abbotsford into Clifton Hill. North bound right turns from Hoddle into both Roseneath and Ramsden are already relatively dangerous. Extensive parklands along the Yarra provide ample access for pedestrian exercise. Idea not supported.
Although I live in Somerville now I lived on Trenerry cres for 16 years. People still need to get home and to work and if something happen on horror st at least emergency services have another option.

Attachment 2 - Online survey comments

Trenerry Crescent is used as rat run through Clifton Hill. Particularly along South Terrace and Gold Street and anything that reduces the traffic would be much appreciated.
One of the reasons we moved here is easy access to the Eastern freeway from Trenerry Crescent. Closing southbound will give the lane for cyclists and walkers. If you close northbound then Johnson Street from our side would be extremely congested and what would that do to Yarra's climate change plan! My major question is why is the sign on Johnson Street that bans left turns on Trenerry Crescent (from 4.30pm weekdays) never enforced - it is a waste of a sign. After several months my partner and I got sick of doing the right thing and for the past 2.5 years have ignored the sign like everyone else. There would be less afternoon traffic if that was enforced. Otherwise remove the sign as it is useless.
This is an overreaction. I live very close and there is no need to close it and both ride a bike and drive a car along Trenerry.
We spend 90% of my life between the northern part of Abbotsford and southern part of Clifton Hill. My young family & I strongly oppose any trial of the road closure for the following reasons: - There is no fundamental issue with the number of users of the foot and bike paths in the subject area. At no point in the last 5 years have we felt the area is over crowded and needs spillover space. The only issue with these spaces is the lack of lighting at night which needs to be addressed. - Any closure will cause there to be more traffic in north Abbotsford and south Clifton Hill. Not only will the traffic traverse major arterials such as Hoddle Street and Johnston Street but also quieter back streets around both suburbs as drivers try & avoid these major roads. This will cause a more dangerous environment for bikes and pedestrians alike. - Due to COVID, cars cannot be demoted in terms of giving priority to other forms of transport. While we predominately use public transport, foot & bike, the car is important should we wish to avoid close interaction with other commuters especially when parents-in-law are called into action. - A much more logical use of the trial money would be to use it to upgrade the footbridge that goes over the Eastern. This will be a permanent solution that would provide community benefit for years to come. Regards
This is the route i take to the Clifton Hill recycling centre. I would be less prone to taking my recycling there if i had to navigate Punt Road and Hoddle st thus committing that normally recycled waste to landfill.
Regularly use this road to get to and from work. Also need access to this road for convenient weekly shopping. Are there solutions to traffic problem that can strongly discourage non-local traffic, instead of full road closure?
Please don't close trenerry crescent. It is by far the easiest way for us to drive our daughter to and from school in kew. Normally she would get public transport and it wouldn't be an issue but at the moment with covid we are minimising personal risk by driving her. Your idea that closing the road would ease the spread of covid has no evidence to substantiate your assertion. People in cars are less likely to spread covid 19 than people walking running or riding along the trail. Can you guarantee that alternate routes from north fitzroy to kew wouldn't add extra driving time to the journey? Assuming the extra congestion from removing cars from the road.. Also, do not make any judgment about schooling/educational choices if you consider dismissing this opinion. Maybe talk with parents you work with if you don't have kids.
The main problem is that closing Trenerry Crescent would lock up the eastern side of Clifton Hill and create traffic jams at the other exit points from the area. At the moment those people living on the eastern side of Hoddle Street heading for the south eastern suburbs mostly exit Clifton Hill via Trenerry Crescent. With this plan they would all have to exit on to Hoddle Street This would create huge problems at the exit points. People wanting to use the Eastern Freeway or Hoddle Street mostly use one of the 3 exits on to Hoddle Street. However, the Ramsden exit over the railway line is

Attachment 2 - Online survey comments

impossibly slow – especially at rush hour with more trains and Hoddle Street at capacity, so blocked with no room for cars from Clifton Hill. The Roseneath exit has the same problem at rush hour that only a few cars can turn left into the traffic, and each light change causes a 3-4 minute delay and only about 1/2 minute exit time (an estimation – council no doubt has the exact figures). So waiting for three changes of lights would add 10 minutes or more to the trip. At the moment there is a manageable number of cars most of the time. Then there is the left turn only exit from Noone Street to Hoddle Street. This is the perfect exit for those wanting to get on to the Eastern Freeway or go along Hoddle Street. At the moment, in the rush hour, at each change of lights the traffic on Hoddle Street lets two to three cars out – and 100 yards later many are on their way on the Eastern Freeway. This is manageable, as often there are only two to four vehicles waiting to exit at any one time. However, by closing Trenerry Crescent all the cars that use that route would be forced to try and get out on to Hoddle Street and it will be impossible to get out in any reasonable amount of time. There will be large queues to exit at all the points mentioned. It will also add to the Hoddle Street congestion as all the traffic heading out to the Eastern and South Eastern suburbs mentioned above will be using Hoddle Street. ALTERNATIVE ACTION It is true that the relevant portion of Trenerry Crescent is narrow. There is currently a narrow road with two marked bike tracks (one each side) , and then a separate (not used very frequently) pavement all the way. If the road was just two lanes and the bike lanes and pedestrian footpath were to be put together (one two-way path) shared between pedestrians and bikes like so many paths around the area) that would alleviate the problem.
Hello - we live in abbotsford in Trenerry crescent. Our kids go to school in Clifton hill so any closure would be a great inconvenience. All of our friends are in Clifton Hill and our parks we visit. My kids are young and cannot ride or walk that distance every time we go to Clifton Hill. Please do not close this road.
How will closing a road create more space beyond that 300 or so meters... walkers and cyclists will just be funneled back onto footpaths of the trail again after 300 meters? it does not make any sense at all.
It is inappropriate to portray this as a COVID response, when Yarra has significant open space and off-road bicycle access adjacent to this proposed closure. The traffic issues raised many times before (and seeking closure) are actually lessened at present because of COVID. Any changes for better cyclist/pedestrian usage would need to be considered as a permanent, not temporary, measure. The reality is that this one of only two north-south access routes for the local Clifton Hill and Abbotsford communities, and also for emergency vehicles. North-south traffic would have to be limited to Hoddle St or Chandler Highway - the latter is not really a viable option given it is a key freeway access point, and the detour required to move from say Johnston St to Queens Parade would be significant. More cars would be spending more kilometres on the road. Permanently improving the cycle/pedestrian pathway around Trenerry Crescent, if this is needed, is what is required to address this situation in the long term, otherwise this proposed trial is just a default position to permanently close the road, while pretending it is something else. Cantilevered pathways have been used elsewhere in Melbourne (eg South Yarra Monash Freeway; and one was planned for many years around the Yarra in Abbotsford near Victoria St, but never completed) - or perhaps a one-way shared path system could be created using the bike path over the Merri Creek near Dights Falls and the Trenerry footpath. Abbotsford and Clifton Hill are already separated by the Eastern Freeway. Removing free access between the two via Trenerry would affect a lot of locals using shops, restaurants and cafes, and leisure facilities within this bounded area. This affects locals. Most of the peak traffic (in busy non-COVID times) are not locals, so a key issue is whether their access to the Trenerry route can be limited while not affecting locals. No left-hand turn restrictions do not seem to have worked, or been

Attachment 2 - Online survey comments

enforced. Perhaps European style bollard limitations at certain times of the day could be considered, retaining local access.
After work, I like to drive to the Dight's Falls car park and go for a run along the creek before continuing home to Fairfield. It would be extremely inconvenient to not be able to head north on Trenerry Crescent; it would force me to drive back down to the uncontrolled intersection with Johnston Street (where there is usually already a large number of cars trying to turn right) then travel west to Hoddle Street, head south to complete the P-turn and then north up Hoddle Street to Heidelberg Road—this would add around 10 minutes to the journey. I am definitely not against improving the amenties for cyclists and pedestrians—as there is already a footbridge overpass, could this not be increased in size and/or widen the narrow footpath currently on the east of Trenerry Crescent, encroaching further towards the creek with a boardwalk or similar? Or, make the section of Trenerry Crescent under the Eastern Freeway a shared zone with a lowered speed limit? As it is the only direct road connection between Clifton Hill and Abbotsford, those that need to use a car shouldn't be penalised.
Should be used by local residents and council workers only instead of a thoroughfare by all going to the freeway. Would be terrible to close off for local residents getting in and out of their homes. Johnston st is the only other option which is always gridlocked and has entry/exit restrictions
I need to use this road because I have a disability and need to get to the Abbotsford supermarket and chemist warehouse for my medication, on Nicholson street. My partner also has a disability and closing this road would put unneeded stress on the both of us.
As a local resident and frequent user of this road, my family would be highly impacted by the closure of this road. It is the only route to travel between Clifton Hill and Abbotsford, Richmond, southern and eastern Melbourne without using highly congested arterial roads. There are 3 existing methods for cycle users to complete the same route. It isn't practical or desirable to force those of us who require vehicular access in and out of Clifton Hill onto Hoddle St or Heidelberg Road with no alternative options. It is highly disappointing that council has attempted to push this road closure through without community consultation.
This is a very very disturbing notice. We really need to be able to get out of Clifton Hill in peak rush hour and this is our only way out via Car. In doing our family would lose the opportunity for kids to see parents each morning or evening due to the length of time it would take on Hoddle Street to get to and from work. Having spoken to councillors I'd suggest they put extra Bike paths on the existing bike and footpath extending out into the river further. Plenty of room available. In addition cyclist have two options already; use the assigned path or use the over bridge crossing over freeway which is accessible easily from both sides (which is the one we choose with young kids)
We use this road to travel between school (Spensley St PS) and kinder (Little Sophia). It is critical that we have this option or we will be forced to use Hoddle St in the morning (dreadful for a family during peak traffic) and be forced to cross Hoddle St from Johnson St then take a wide loop back to school or home via Wellington/Smith Sth in the afternoons, which adds a considerable about of time and irritation to the journey. Trenery Crescent is very rarely busy at these times and closing it would be a huge inconvenience. Thanks for your consideration.
There are multiple other bike routes and only one option for vehicles. Closing this off to vehicles is utter stupidity.
This road is such an important route for access to offices along Trennery Cres for which I have used on previous occasions. The amount of traffic during peak hour may be high but any other time of the day

Attachment 2 - Online survey comments

it is barely noticeable. These attempts by local council to reduce traffic seem to always come at the cost of inconvenience to ratepayers who rely on that access. The alternative is to force people onto main roads and add to their travel time. Surely it is time the council used a measure of greenhouse gas additions to show whether these gestures are any good for the environment. Living in the inner city has so many benefits, but why is it that those who enjoy those benefits seek to change the status quo to suit themselves. Surely they are aware of the traffic conditions before they move into that area. It reminds me of the empty nesters who move next door to a pub to enjoy the culture of the area and then seek to restrict the pub culture by complaining about the loud music !
Hard enough to get into Clifton Hill. Seems like those for the closure don't regularly drive
This road is essential to locals. I use that road for many things including access to the depot for recycling. Hoddle St access to that part of Clifton Hill is very difficult and would make me rethink my recycling regime at the depot and things would probably end up in land fill as it would take so much longer to get to and from in time-poor times. That road also enhances the wonderful 'neighbourhood feel' of Clifton Hill as it connects the area to Abbotsford and makes it easy to visit friends, use the park facilities etc. Access via Hoddle St has been made so much more difficult since the supposed 'upgrade' a few years ago. Please do not take away our only user friendly route that allows access that area.
Fix/ upgrade road and pathway to allow both to access
This road is a major thoroughfare for the residents of Clifton Hill. Even a partial closure will cause significant issues, adding to congestion and frustration on Hoddle and Johnston Sts. It is required for local residents to go to work and to drop and pick up kids at school. Safety concerns can be managed with appropriate speed bumps and pedestrian crossings. If a trial closure occurs (which I am against) it should only occur during normal times and not during COVID to ensure the full impact is felt.
Hi, I use this road to go to work. I use cafes and get food from Clifton Hill shops. By closing this road will mean I have to use Johnston and Hoddle street. These are difficult to get to from my Turner Street, Trenerry Cres apartment, and will add a lot of time to my travel to work. This is because I can not turn right until after 9am onto Hoddle street. I specifically purchased this apartment for my ease of travel to work. I will not easily get to the recycling centre in Clifton Hill. When I go to work there is usually very little travel going my way, and the same is on the way home. I am always going against the traffic. Perhaps maybe the traffic flow should be looked into and it can be made for community commuters rather than every body. The Yarra trail is available for cyclists and walkers, so I am unsure why you need to close this section of the road.
Horrible idea to close this street. Will seriously affect local residents and cut a community in half. Will adversely affect family's and people with disabilities. Worryingly this whole process has been very opaque and the closure was very nearly snuck through without consultation. Also worth noting certain special interest groups have been running paid advertising campaigns on Facebook and using cycling groups to swing this vote. Unlikely this process will be reflective of the true discontent in the 3068 post code.
As a local resident this would greatly disadvantage my regular access to Johnston Street and require me to drive along congested Hoddle Street
It is a terrible idea to close this road at any point. This road is rarely ever that busy, and yet it is a crucial road for many. I drive on it every day dropping my son at Kinder and without this road, me and other people who live and work between Abbotsford and Northcote/Westgarth/Clifton would also need to take an enormous detour into Collingwood as there is no right hand turn onto Hoddle street coming from Abbotsford.
Silly idea. I hope no ambulance or fire service needs to get into Clifton Hill.

Attachment 2 - Online survey comments

I am seriously concerned about this potential closure. I have already written to the Mayor outlining my concerns. I am a resident of Clifton St., and have lived in Clifton Hill for 13 years, and City of Yarra for over 20 years, and use Trenerry Cr about 15 times per week. I have school aged children, I work full time and also need to travel that road for shopping and care giving. If this road were to close, even temporarily it would have a huge impact on our family life. I can see that the traffic flow would be severely impacted in peak hour, but also throughout the day as Hoddle St is busy for at least 8 hours per day. I think the roads in and out of East Clifton Hill would be hit by never before seen traffic and there would be major congestion. On another point the crucial link between Abbotsford and Clifton Hill would be lost. I think our family would need to start shopping elsewhere as the Hive is the closest shopping centre for us. In addition I work in Richmond, my commute which is later than the standard commute would likely add 30 minutes each morning and evening (60 mins per day). The impact on my family would be huge. I have a daughter with a disability who needs to be taken to Kew and Richmond twice weekly for therapy, again we use Trenerry to access these services. And all of these concerns many residents are dealing with on top of everything else at the moment. And to be honest I'm not sure what benefit is likely achieved should Trenerry close? We are fortunate to be surrounded by incredible parks and cycle/walking tracks , so I can't see why this stretch of road is required in this suburb for further paths? And anyway I look at it closing a road to support social distancing in this time of COVID is hard to believe. Could any benefit be truly derived from this? I do hope that the local residents are further consulted and you ensure integrity in a process that will affect the locals negatively or positively more than it will affect those from outside Clifton Hill or Abbotsford. I can see that you can vote more than once and the process is open to anyone at all, not just locals or City of Yarra residents. So I just hope that there is a system that can accurately assess and weight the locals' views against those from all over Melbourne,
No closure, hard to get into Clifton Hill as it is
I object in the strongest terms to any alterations to Trennery as proposed in choices 2 and 3. In any case, given current covid 19 lockdown, and worsening daily, with no end in sight reastically for many months, any trials or otherwise should at best be delayed at least until 2021.
I don't feel closure is necessary. We need to explore other options before going down the path of road closures.
Hi, our house is close to Johnston street and Nicholson street in Abbotsford. Our oldest child is approaching school age and we anticipate he will attend in Clifton hill. On days where we can't ride we envisage we, or the grandparents will drive using trenerry. We are also increasingly seeing Clifton hill as our local shopping centre, using trenerry to get there. We avoid hoddle street wherever possible as we feel unsafe on it. There are no other road options. As a family who use bikes heavily and walk along the river most days we appreciate safe carriage in our local area but we consider there are sufficient options available without closing trennery. This closure effectively isolates bordering communities, especially at a time where we cannot use public transport due to COVID safety concerns. Thanks for your consideration
Closing this road will create inconvenience for accessing Clifton Hill And increase traffic flow on Hoddle Street to get to Clifton Hill. I regularly use Trenerry Crescent to visit my family - having to go round Hoddle Street seems unnecessary and an unwanted hassle when there is an existing road to get to Clifton Hill. Also this closure will mean Clifton Hill is a difficult suburb to access in general.
There is a pedestrian and bike bridge which is under-utilised. If the closure was ONLY for the period of lock down I might think differently however "trial" implies the option for permanent closure. This would close off the merri creek side of Clifton Hill off to Johnson street and force us onto Hoddle which is always crowded. Would add significantly to our travel times.
This road is a life lifeline between Abbotsford and Clifton Hill. It is one of my local roads. If it was closed, I would be pushed onto Hoddle Street - adding to more Hoddle St congestion and lost time to

Attachment 2 - Online survey comments

me, not to mention how much worse it is for the environment if I am suck in the Hoddle St car park. Please do upgrade cycling amenties on Trenerry Cres, I refuse to ride my bike down this street. There are so many other bike alternatives. This is the only road us cars can use.
Please do not do this. Strongly opposed from someone who has need to travel between suburbs.
Very little information given to us. Makes it hard to make an informed decision. Hoddle Street is busy enough and that's where all the traffic will be diverted to. Need a better option than just say we are closing this area. Not good enough
This route is very important to locals. Eliminating it will result in increased travel times into Abbotsford and Richmond. Economies in Abbotsford and Richmond will be disadvantaged, when they are already suffering hardship.
Closing this access will make Clifton Hill more congested. It's already difficult to leave the pocket with the Ramsden level crossing often banking up traffic to get onto Hoddle St. Removing this access to the East and south suburbs will make further log jam on this road.
Trying to relate the closure to covid is just absolutely ridiculous. So transparent. Jolly behind it I suppose.
Major disruption for locals. Alternative methods such as local traffic only measures would be more appropriate and slow the thoroughfare traffic during peak times.
Great project to discourage cars and encourage people accessing recreational areas.
Trenerry Cres provides vital road access for local residents. This outweighs the pain of the rat run traffic There is already walking and Cycling capacity on Trenerry Cres and along the river.
Can't see the benefit here over the pain it would cause traffic wise for a larger number of individuals
I think its a terrible idea and typucal of yarra ignoring its residents for a few
An excellent proposal . I use this trail a lot and hate having to get off my bike at this section. As stated the road is rarely used by cars so closing it to traffic is better use of the road space. I hope it goes ahead.
I live in East Clifton Hill and use Trenerry Cres regularly to travel to Hawthorn and Kew. I would be prepared to make an extra travel time effort to use alternate roads to get to these destinations but would not like Trenerry Cres to be closed in both directions.
This is an absurd proposal. The Council's reasons do not align with reality. Trenerry is surrounded by Yarra River parklands, walking trails, Victoria Park and the road has bike lanes. Council has not provided any evidence to support its claims of greater safety in five of the six of the "Why Trenerry Crescent" dot points. In actuality by going ahead with this proposal Council will place the lives of Yarra residents in danger by restricting emergency services access routes. Also, to cite "climate crisis" as a reason is shameful political opportunism. This proposal will lead to traffic congestion and extra travel time from Clifton Hill to Kew. Council MUST NOT proceed with this ludicrous and shambolic trial..
That section of road has been much too cramped for cyclists to fit alongside wide-bodied cars and trucks. And the footpath is too narrow to accommodate runners and walkers, especially during covid-19 restrictions (I use it most days). But to close the road both ways to vehicles would inconvenience Clifton Hill residents too much, as they'd be forced to make a right hand turn in Hoddle St when travelling northward, at a very dangerous intersection with no turning arrow (Roseneath St).
It's an excellent time during this quieter traffic period to trial all sorts of alternative transport options. I would prefer to see a 12 month trial however to get a full year of feedback in all sorts of weather conditions. Something may not work well in Summer that may work well in Winter or vice versa. This is an important cycling route and would make the connection between the two ends of the bike track a lot easier with little disruption to motorised traffic which have a number of other options.

Attachment 2 - Online survey comments

Absolutely no changes the the current system please. I will be emailing the council separately with my reasons against the changes.
Bad proposal! There are already safe bike and walking tracks through nearby parklands. You are placing unfair imposts on local resident drivers that rely on this Trenerry Cr to get to Johnston St and Heidelberg Rd.
As a local resident and business owner, I respectfully submit Council would be better served allocating the $250,000 proposed trial cost, towards generating new business opportunities and opening things up, rather than creating further impediments and restrictions by shutting things down. The only good that could come out of this ill conceived, half baked proposal, is that the team at Working Dog Productions now have the script for a future episode of Utopia. A quick snapshot of why Council's plan doesn't make sense to anyone with a modicum of common sense: * Negative impact on local residents who use the Trenerry Cres route for business purposes. It is baffling that Council would contemplate this road closure at the best of times, let alone with a backdrop of a global pandemic and deep economic recession, which will only serve to further disrupt local businesses. * Why prioritise bikes over cars when there is already already a dedicated pedestrian / bike path no less than 100m away at the end of Groom St ? (ie the path over the Eastern Freeway which serves exactly the purpose as to what Council is contemplating). Why not look at upgrading this pedestrian overpass, and provide directional signage so people know it exists ? Why not look at upgrading the Trenerry Crescent road and make it a superior vehicular route ? Who knows, in combination these upgrades may allow for easier and more fluid moments from ALL modes of transport. * Safety concerns regarding ingress and egress onto Hoddle St from E-W roads such as Roseneath St. Witnessed several near accidents and the aftermath of fatal accident. Upgrading these intersections in conjunction with VicRoads should be a priority. * With everything that is happening in the world, public transport usage has reduced considerably, resulting in many people relying on car usage as their primary mode of transport. Why further restrict people's movements, particularly if they can't/ don't ride bicycles or feel like walking in close proximity to those that do ? * During a global pandemic, is this the best time to be actively encouraging activities that don't require a mask ? (ie. jogging or cycling) * Has Council consulted with emergency service providers and got their approval ? If you were living in say Noone St Clifton Hill and waiting on an Ambulance coming from the south, tipping you'd want an alternative route to Hoddle St * Implementing closures will only serve to isolate the south western pocket of Clifton Hill
Please do not close Trenery Cres, it is a vital link from and to Clifton Hills.
What complete and utter short sightedness from our council! I live at the intersection of trennery and noone street, hence trennery is my only viable access to suburbs south of me- for basics such as shopping and medical in abbotsford and or Richmond . To close a road that is one of only two southern exits out of my suburb is completely insane ! Where is your traffic data to support this? Who proposed it and why? Where is your full and complete disclosure to the residents of Clifton hill? Cyclists can easily utilize the existing bike path on the Studley park side of merri creek. Or if not suitable, then improve that, and don't close my street! I'm disgusted by this action from council, and am staggered that this is even remotely a priority.....when there must be so many other serious issues for you to address. Again, where is your list of priorities? And why have you chosen to do this now? I suspect information will come to light, and you'll collectively be ashamed by it in due course.

Attachment 2 - Online survey comments

To pathetically tie this road closure to a global pandemic is shameful at best; and you ought to be embarrassed by this fabrication and deceipt.
Roads are for cars. If you want to close the toad for car users, then place a toll on the bike riders. If there are legitimate safety concerns for bike riders, then implement a solution that addresses this immediate concern.
To close trennery crescent would have a negative impact on all residents of Clifton Hill and Abbotsford. There is no logical reason to do so, and the increased traffic on other streets out of Clifton hill onto Hoddle street will be far more problematic than the current situation. Clearly with Covid happening you people don't have anything better to do than try and solve problems that don't exist. This is a stupid idea. don't do it.
An absolutely ridiculous idea when there are other options for cyclists / pedestrians, but no other options for cars / motorbikes / emergency services. Hoddle St is NOT a viable option.
Stop all the illegal people turning from Johnson Street
Neither of the other options B and C are acceptable to me. As a resident of Clifton Hill for 4 years and previously of Abbotsford for 20 years, our family has, and still has, a need to use Trenerry Crescent for access between suburbs, both north bound and south bound and during AM and PM times. Moving between the neighbourhoods of Clifton Hill, Abbotsford, Richmond and Kew for work, school(s), shopping, leisure, sporting, cultural and social activities, I cannot transport work tools, groceries and other essentials, musical instruments, sporting equipment and/ or passengers on a bike. Importantly it is necessary for access by ambulance, fire services and other essential services. Hoddle street is not designed for local trips between suburbs but for commuting between the Northern and Southern suburbs, and destinations directly along the route. I am unhappy that these changes were to be implemented without any community consultation by Council, until thankfully Stephen Jolly publicized this issue, held a Zoom meeting and this "survey" has been circulated. I am not convinced by the design of the survey (which should be, but isn't, impartial) the information provided seeks to reinforce the proposed closure. It is also very concerning that COVID has been used as a reason to implement these changes and to proceed with them. As a local government you should be aware that currently most residents of Yarra are concerned with health and safety, remote learning and schooling, small businesses, jobs, finances, mortgages, rents etc. Please try to assist with these important issues first. It seems that this issue has been lobbied vigorously by several bike groups. This is concerning, as it implies that the process for implementing changes can be promulgated by single interest groups through their connections to Council. To summarize, I do not support the closure or partial closure of Trenerry Crescent. I am very concerned about the lack of adequate community consultation before instigating the process. I am not impressed by council's use of COVID as a convenient reason for implementing these changes.
I live across the road from it. It is the only other accessible street other than Hoddle street. There is a bike path already available across the creek, bike lanes and also two walking tracks which I regularly use. There is NOT an alternative road.
Hoodle street is completely jammed, if you close the Trennery it will put more pressure on Hoodle street. Secondly, this is the only back road connects this side of the freeway to the other, there is no other alternate. Thirdly, you consider safety for cyclist, have you thought of other effect on motorists and the locals? And the economic effect of your action and the cost incurred? I contacted council to ask for turning on the light at Ramsdens reserve between 5:30pm to 7:30pm during lockdown for the locals to do exercise because it's dark during winter and no one respond. This is a small things and realistic thing you can do for locals and you don't do it. Stop thinking about spending so much money for the benefit of a small group of road users.

Attachment 2 - Online survey comments

Please spend the money effectively based on the economic benefit rather than just spend the money without thinking it through. Thanks
I do not approve any changes to road closures on Trennery.
2500 character limit is not enough to address this proposal I have emailed a signed letter to Council, Langridge Ward Councillors and Mr Mark Donnellan.
You are enclosing the residents in the eastern side of Clifton Hill to only have 2 exits, either onto Hoddle St or Heidelberg Road. This stops us having access to the Woolworths on Johnson St making us go out and around on an already bottlenecked Hoddle Street. Option B and C are not acceptable options for us living in this area. The alternative that would work for the residents in this area would be the enforcement of LOCAL AREA ONLY traffic. People are breaking the road rules in the first place ignoring the no left turn from Heidelberg Road during the morning peak. It's easy.. set up a camera and book them!!! I have some issues the benefits listed above: * The first dot point isn't even relevant to the road closure! * The second point - those not confident can use the bike track rather than riding on the roads, that's what it's for! * 3rd point - In the wet you won't be able to drive to them school without being forced out onto Hoddle St. What about those families who don't ride their bikes for 6 months of winter or at all? * 4th point - what about all the other roads leading up to and from that one location, are they safe? * 5th point - why are these intersections any different from any other intersection of the same type? * 6th point - HOW???? How does this help Yarra with the Climate Emergency Plan? You are now forcing more cars to be blocking and choking Hoddle and Heidelberg Roads in peak times! How does this help the climate?
Closing this street will add an additional half hour travel time to my regular destinations including visiting my elderly parents. I suggest Yarra Council should: - Make the intervention about solving the long-standing issue of rat-running car traffic trying to avoid Hoddle St. - Do it cleverly so as not to unduly penalise East Clifton Hill residents. - Have clear and measurable outcomes for the intervention. Then maybe the local community will be on board. Although I support much better bike and foot infrastructure in that area, most bikes and pedestrians actually use the path on the other side of the creek. I suspect that they will NOT choose the steep road, no matter how spacious you make it. So I just can't see how blocking the road would help pedestrians and cyclists.
Vehicle access both ways contributes to ease of access and ability to travel between family members in Clifton Hill and Kew, especially critical during COVID for support and caring. Bike (bike lanes both ways on existing road) and pedestrians have access already and if a need is required for separate bike path for the 100m under the bridge an additional bike path could be constructed relatively easily by cantilever structure adjacent the existing footpath similar to many other councils. In addition the bike path exists over Merri creek in 2 relatively close locations (Ie Quarry park bridge and Dights Falls bridge) to avoid the section under the bridge, if required. Bike access should not be provided at the significant expense of rate paying vehicle drivers with specific needs for the existing vehicle access especially when bike riders do not contribute to the costs of the roads and there is a relatively simple solution which provides all types of users with the degree of access (ie 100m of separate bike path to be provided by council - being contributed by all rate payers rather than just the vehicle driven rate payers.)
This is a key commuter passage through to inner eastern suburbs that enables Hoddle street (which even after widening is slow) to be avoided.

Attachment 2 - Online survey comments

I am an intellectually disabled adult who relies on carers coming to my home in Clifton Hill every day to take me out. I am in the high-risk category, so can only go out with trusted carers in their cars. Closing Trenerry Crescent would significantly reduce and make more difficult access to my house. The quality of my care would be significantly compromised by my carers having to sit in Hoddle Street traffic trying to get to and from my house.
The corona virus crisis has forced older, high-risk people like me into our cars, rather than using public transport, so the Council trying to reduce car access to and from our homes in Clifton Hill is completely nonsensical. Why would the Council want to make it harder for us to access our homes during this crisis, when for safety we have to use our cars?
Closing Trenerry Crescent would create particular difficulties for high-risk immunocompromised people like me, who have had to revert to using my car instead of public transport to get to work, or shop or medical appointments. It would force me to use Hoddle Street to get to and from my home. Because of heavy traffic that is both very inconvenient - adding considerable time to my travel - but also worse for the environment as I would be sitting in a stationery vehicle, idling, waiting for 2 or 3 changes of traffic lights to get across the freeway. I also have family living in Abbotsford, and the Trenerry Crescent link road was built specifically to keep our communities connected.
While the volume of through traffic is a problem, this is an important access route for the residents of east Clifton Hill.
I have lived in Noone St, Clifton Hill for the 9 years. Since then, Yarra have approved 5 large apartment complexes between Noone and Roseneath streets. There are an additional 3 apartment complexes that have planning approval, but build is yet to start. Increasing the local population, increases local traffic, it is a no brainer. If Yarra and the anti-road groups get what they want, the next available entrance options into East Clifton Hill when heading outbound will be via only 2 points (one of which is just a service laneway) and are inadequate to absorb the increased flow. (1) R. turn into Parslow St – Schots Laneway – > there is no dedicated slip lane off Hoddle, and traffic will bank back onto Hoddle. This one-way laneway has no capacity to absorb local traffic, it is a laneway that Schots use for deliveries. (2) R. turn into Roseneath -> There is no dedicated R turning light, the slip lane can only hold 3 cars before banking back into the Hoddle St flow. The intersection is dangerous with numerous accidents occurring, including one fatality in 2019 (http://victoria.snarl.com.au/incidents/suburb/vic/clifton+hill) Closing Trenerry Cres is not going to reduce local traffic in East Clifton Hill, we are all just going to be forced into using a grossly inadequate and dangerous intersection.
I only recently discovered this route, and it's an excellent way to meander across (under the freeway). I sometimes feel isolated in my area and this opens it out easily for my purposes. Put in traffic calming systems by all means but don't close it!
Please do not close Trenerry Crescent. Leave it as it is. Please! I am a regular user of Trenerry Crescent as it keeps me off Hoddle Street when I visit family and my friends - all who live in close proximity of Noone St. It saves me lots of time and it allows Hoddle Street to have one less car. I have been using Trenerry Crescent for many years. The proposal to close Trenerry Crescent as a temporary measure only rings hollow. I am also a bike rider so can understand why someone thought this might be a good idea, but please don't rob Peter to pay Paul. This proposal is very distressing. Cars are not the enemy Please leave Trenerry Crescent as it is!!
As a resident who rides/ walks and drives the area daily this is extremely unnecessary and would be a dam right inconvenience. DO NOT CLOSE TRENARY CRESCENT.
I can't see how this addresses ANY of the stated outcomes and is an appropriate spend of limited resources. Here is my assessment against your objectives (none of which are objectively measurable)

Attachment 2 - Online survey comments

• create more space for people to keep a safe distance from each other on the adjacent Capital City Trail and Merri Creek Trail - there already exist viable alternatives here for pedestrians and cyclists nearby. They seem perfectly adequate for social distancing now. Or do you have evidence to the contrary? In fact, if you encourage or force more people to walk and ride in this location, you are in fact increasing social distancing issues. • provide safer riding conditions for vulnerable road users and less confident bike riders - again, there already exist viable and safe alternatives here for pedestrians and cyclists nearby. I believe there has only been one cycling accident there in 5 years (involving a parked car), and this area does not rank in the top 10 issues for Yarra (or anywhere close) in the Bike Spot 2020 survey. Or do you have evidence to the contrary? • create safer routes to local schools and community facilities, such as Victoria Park - you won't if you force cars onto Hoddle St. This will further congest and endanger drivers, and other pedestrians and cyclists using these areas. You can't just look at one spot, and think there isn't a knock on effect. Are you taking this into account? • help address safety and amenity issues for bike riders who share this part of the street with cars - this is pretty much a duplicate of point 2 above • help address current safety issues at the Grey Street / Trenerry Crescent and Johnston Street /Trenerry Crescent intersections (and other locations) by removing and reducing conflicting movements and reducing traffic - where is your evidence here? Is this referring to safety issues with particular road users or all? Or are we to assume you are talking about cyclists here, as this seems to be the focus of this plan, to the detriment of other road users. Your strategy is showing Yarra Council!! • help Yarra deliver on our new Climate Emergency Plan and address the climate crisis while responding to and recovering from COVID-19. - by pushing cars onto Hoddle St, you will increase travel times significantly and therefore increase vehicle emissions.
Excellent proposal to improve cycling safety and transport options as well as decreasing excess traffic of people trying to rat run through a local community.
This is the worst idea I've ever heard! It will create terrible traffic in the area and it's currently the best route for Clifton hill residents to get to supermarkets, and to get anywhere without having to add to hoddle st traffic. A lot of my neighbours own businesses in Collingwood this would severely disrupt their commute to work. To dissuade rat runners from using the road why not put a toll on the road and if they're not registered to 3067 or 3068 they have to pay or get a fine.
I've never been that engaged in Council matters. Until this. This proposal would be laughable if presented in any well run modern organisation, and any half decent business would have looked at objective evidence and explored better alternatives. At best this demonstrates incompetence, and at worst Council using a global pandemic to push personal agendas not reflective of community needs. I am very much against the closure - both part and full. For many reasons, here are a few: 1. No evidence to show this is actually a problem in relation to social distancing in this location. And no review of alternatives. Where is the cost/benefit analysis to ensure this is an appropriate spend of money? 2. No objective way to assess the success of any trial as no clear KPIs have been established, nor any other objective factors to evaluate negative impacts for a balanced assessment. 3. Consultation has been appalling. Even when Council decided to consult after a last minute amendment, the mechanism is completely flawed - anyone in the world can vote in this survey, as many times as they like! And you're asked to rank 3 alternatives - two stacked towards a closure. I refuse to vote for the other two. Is my vote still valid? I'm not convinced the results will reflect real life feedback from people who live in this area and use this road every day. 4. Trenerry Crescent provides safe access to the freeway and between suburbs for those living in CH

Attachment 2 - Online survey comments

and Abbotsford. The traffic which uses this underpass will be redirected back to Johnston St - a nightmare that will endanger both motorists and pedestrians particularly with new apt blocks and shops near Lulie and Johnston st. 5. Three viable alternative routes (very close, safer and more socially distanced) exist for both pedestrians and cars rather than use the underpass road. If you're not prepared to fix the underpass for all road users by extending the footpath over the river, then just improve signage for peds and cyclists to avoid it. Easy fix. Low cost. Everyone wins. 6. Emergency Vehicle Access. Johnston St in peak hour is already dysfunctional, even in lockdown. How will these services get to Abbotsford/Clifton Hill residents as fast as possible? 7. This proposal discriminates against people who are not able to walk or cycle to get places, or have children or need a vehicle to transport goods/shopping to and from work and home.
Closing the road will disadvantage local car users who use Trenerry Crescent to access the adjoining suburbs and the freeway. During certain times, closing the road will add half an hour + to a local trip & put even more traffic on Johnson & Hoddle Streets. Johnson & Hoddle Street are already difficult and sometimes dangerous to access during peak hours. The crescent could be altered / widened to improve access for all users - cars, pedestrians and cyclists. Cyclists and pedestrians already have non-vehicular access to the Merri Creek trail which could be improved / altered. I appreciate the problems the high levels of traffic on this local road are creating for local residents (I am one of them), particularly during peak hours. However, this is a densely populated inner-city area so management of this, rather than making it even more difficult for local residents who drive, is my preference. The number of residents in the area is increasing, as will the number of cars despite government attempts to encourage use of public transport and bikes. Improving the road and traffic conditions may help - more speed bumps, pedestrian crossings, traffic islands, additional traffic lights on to Johnson Street, researching where non-local traffic is coming from and why drivers use this back road. I think a lot of the "rat running" through this area is partly due to the changes made to the Hoddle & Johnson Street intersection. While traffic conditions may have improved for Hoddle Street users, the result is that drivers who are trying to go east or west from Hoddle Street find it too difficult or time consuming to use P Turn system. Maybe there could be improvements to this system? Thank you.
This is a terrible idea. Lots of better things to use your time on when it comes to climate and environmental issues
As both a driver and cyclist residing in Trenerry Crescent, I can appreciate the need for a better cycling link under the Eastern Freeway, however - closing Trenerry Crescent to northbound traffic removes the easiest and safest options for accessing Clifton Hill and the Eastern Freeway - as the only other way to reach Hoddle Street is via a right turn into Johnston Street, which can be incredibly difficult during periods of heavy traffic, as there are no signalled intersections to access Johnson Street from the Victoria Park neighbourhood. I would only support a full closure of Trenerry crescent if the intersection of Trenerry and Johnson was signalled. If it were possible, I would be in favour of building an extended shared path on the Merri creek side, though I imagine it would be a significant cost and undertaking to built a structure over the edge of a waterway.
Seems rediculous
It is not necessary It over complicates my routes
This is an ill considered plan. I am a resident of the Clifton Hill/Abbotsford community. My family and I rely on the underpass to connect with our community. My son attends his local school at Spensley St, Clifton Hill. I work locally [South side of Westgarth]. Closure would force us to increase our time on the road considerably. We would waste time, add to congestion, create more pollution and be alienated from our community. If you look at the difference of the route we would have to take during peak hour from to Spensley St

Attachment 2 - Online survey comments

Primary school you will see how ludicrous the proposition is. I doubt I could turn right from Lulie St into Johnston St in the time it takes to drive all the way to school and back. When all of the hundreds of new residents move into the appartments that will be using Little Turner St for their vehicles, access onto Johnston St will become an impossibility. There is no way this plan can work.
Leave the street alone!!! It's perfectly safe for cyclists of which I'm one. I regularly drive my 31 yo Special Needs daughter to her programs via Trennery.
Widening the bike paths and creating a pedestrian raised crossing with lights and signs alerting cars to people crossing to the park is definitely required for the safety of walkers and bike riders. However, local car access without using hoddle st for local cars is still required both to and from Clifton hill. Thank you
This is an important connection for locals. There are other traffic calming measures that can be employed to slow traffic. Bikes and walkers have other local options.
This proposal is misguided. As a cyclist, I can confidently say that this road is safe enough as it is. Closure will only lead to peripheral traffic issues and inconvenience locals.
You are solving a problem that doesn't exist. There are already adequate cycling & pedestrian options.
This seems a bit pointless to me. If the point here is to try and reduce covid contagion then why is this, relatively little trafficked area being targeted? There is a far more busy (with food and bike traffic) bottleneck at the back of the recycling depot where social distancing is simply not possible. A lot of the park traffic heading north goes down by the creek, and foot traffic from the residential areas to the west cross the freeway by the overpass, where social distancing is also not possible. On the other hand, from a traffic point of view, a roundabout or set of traffic lights at the top of the hill would be great.
I'm not aware of the motives of this trial, but I'm always concerned by the fact that the majority of northbound traffic travelling on Trennery crescent don't stop at the intersection of Trennery, Gray and Roseneath. Nearly everyone runs the stop sign. A bigger concern is that the eastern side of Clifton Hill is consistently used as a short cut during morning and afternoon peak traffic. In the mornings I get frustrated and angry with the traffic that turn left onto the Esplanade even when it's clearly signed that it is not allowed during certain times. In the afternoons the Esplanade is treated like a race track. Speeding cars, racing to get ahead of peak hour traffic. There are families and kids throughout this part of Clifton Hill, with kids regularly crossing the Esplanade to access multiple playgrounds, it's only a matter of time till someone gets hurt. If the closure of Trennery crescent had the result of reducing this cut through traffic, which I think it would, then it would be a major positive for our community and pedestrian traffic would be safer than they are now along the Esplanade.
This proposal is a complete waste of council resources and community energy.
I have ridden my bike to and from work from Ivanhoe and now Fairfield to Victoria Pde for many years and at no time have felt endangered. I also have family in Abbotsford that I assist with childcare and rely on timely access at the start and end of the day. If I had to rely on Hoddle Street it would be unreliable due to heavy traffic in the morning and evening. In addition I have never witnessed or been involved in a road bike accident. I feel both parties are conscious and respectful of one an other.
There is already limited access between these sectors. There must be alternatives which promote the objectives the proposal seeks to acheive without further creating limited cross-sector access.
I made a previous submission where I named the streets incorrectly. I talked about the heavy traffic from Trenerry Crescent to Lulie Street and incorrectly referenced Turner when it should have been

Attachment 2 - Online survey comments

Maugie Street. Needless to say, I wholeheartedly support the initiative to close off Trenerry because it will slow down traffic.
Ranking preferences in this way lends its self to a manipulation of data. I have ZERO “preference” for anything other than Option A. And yet, you’ve forced everyone to rank them in order of preference. City of Yarra should consider its defensible legal position in respect to the method by which you’ve solicited constituent feedback in this way.
I do not support this in any form and don’t believe there is any justification for it
There are plenty of parks, gardens, tracks and spaces for people to practice social distancing in Yarra. Closing this road is ridiculous. It is a road that is mostly used by locals and I feel that closing it would obviously put more traffic onto Hoddle Street. I do not support this idea at all.
This makes no sense to close Trenerry Crescent to vehicles, would drastically affect our commute.
What is the reason for closing this road, forcing more traffic onto the already congested Hoddle Street? Ridiculous
I do not have an Option B or C. The only option is to keep it open. Forcing you to make a choice of option B and C is flawed.
This road is an important thoroughfare connecting northern areas with the east. Cars travel slowly and carefully through the area. Please do not close this road
I do not believe it is acceptable fo me need to drive along Hoddle St in such dreadful traffic where I can now more safely drive through Trenerry Crescent to the shops and to family. I live in Noone St. This closure would add 15 - 20 minutes to many of my trips. I believe this especially strongly given that there are already three alternate bike routes if people choose not to ride on this short section of Trenerry Cres. 1) just on the other side of Merry Creek from Trenerry Cres overpass, between the two walking/cycling bridges - Near the YarraCity Recycling station and Merry /Yarra meeting point at end of Trenerry, (across creek from suggested closure section and 2). the overpass across the freeway at the end of Groom St meeting Trenerry Cres at the top of section suggested closure. 3) Further afield there is the road bridge near the golf club that can be accessed by crossing the bridge near the Recycling Centre and riding east up the path to the bridge then back along the path to the Yarra / Merry Creek bridge. Other traffic management alternatives you could trial include reducing the speed limit to 10km or 20 km. Many cars already drive very slowly around this route ensuring the safety of all. Please do not proceed with this closure.
This is ridiculous
With limited sight lines for vehicles and steep ascents and descents for cyclists and pedestrians, this would be a much safer solution to traffic in that area and there are alternatives for vehicles.
The numerous proposals by Council to close or reduce capacity on key link roads within the Council area for the promotion of cycling and pedestrian movement without any consideration of people who must use cars needs to stop. While I agree with supporting cycling within our Council, removing the few link roads we have between suburbs on the eastern side of Hoddle Street for cycling simply forces more cars onto Hoddle Street and Princess Street, notably (and conveniently maybe) both roads this Council has no responsibility for. I regularly take my recycling from Richmond to Clifton Hill's recycling centre via Church Street, Nicholson Street then Trenerry Crescent. If Trenerry Cres was partially closed to traffic this would be a major disincentive, as Ithe next best route would then be to drive through one of Richmond's busy east-west trading streets to Hoddle, then up one of the most congested roads in Australia to get there. Alternatively, I would need to take Princess Street and the Eastern Freeway, which is similarly congested and a much longer route. I believe that I would stop using Abbotsford for recycling

Attachment 2 - Online survey comments

polystyrene, metal and other products not recyclable in Council Bins and simply put them in the rubbish instead if you make access for recycling these materials any harder. I also note there is already cycling infrastructure in place along Yarra River Corridor in this stretch. While this could always be improved, doing so at the expense of the only remaining link road between Abbotsford and Clifton Hill seems determined to help separate the communities rather than support them. Please don't make access to recycling even harder for Richmond residents. Please consider the importance of keeping multiple linkages for all transport modes in place. Please stop thinking that everyone can use bikes to do their business. Please stop shifting the responsibility for vehicle links to VicRoads or Booroondara. It just isn't a realistic perspective. My ranking of Option 2 and Option 3 are almost superfluous because of my above comments. Any closure to vehicles, even for a trial, will mean I will vote against all sitting Councillors in my ward at the next election. Yarra Council's single sighted approach to transport at all expense of cars is at best ignorant. Reduction of roads is one of my biggest issues with Council. How about you consider investing in infrastructure on this key linkage for all modes of transport to help all residents if there are issues?
I reside on Roseneath Street, a busy throughway which banks traffic from Hoddle Street to Clifton Avenue during peak hours, both morning and night. Roseneath Street also experiences a large number of cars and trucks throughout the day, making a speedy shortcut through Clifton Hill. This is dangerous with fast moving traffic, despite the installation of speed humps to prevent this. There is only one pedestrian crossing on Roseneath Street, which is located in a very dangerous place with cars turning into Roseneath Street from Clifton Avenue needing to approximate the speed of the traffic coming down Roseneath Street and then having to pull up abruptly at the crossing- there have been many near missses here. East Clifton Hill is well known for its quite neighbourhood, cyclists and walkers, the traffic stream from Trenery Crescent enables a dangerous speedway that is not necessary. There are other access points to Hoddle Street, Heidleberg Road and Johnson Street that can be used with little inconvenience if Trenerary Cresent were to close. Thanks for the opportunity to comment,
This is such a crucial road, I would use it 20 Times a week and without it there is no way out of our suburb other than Hoddle street which is a nightmare a lot of the time. On top of that getting to Smith st to go to the shops has become more difficult since they removed the right hand turn off Hoddle, going via Trennery to Johnston is the only way to avoid that bad turn now
I'm just glad that Stephen Jolly actually brought this to our attention, without which Jackie and her band of militant faceless cyclist friends would shut me off from my neighbours
We will not forget those that have proposed and supported this nonsense
Please do not do this
Many alternatives exist for bikes and I currently use these. This would only seperate us more
Under what objectives would the trail be marked a success? What data exists that has been presented to outline the issue being addressed? Why is this under the guise of covid? Why are militant bicycle groups advertising on facebook for this? When has a temporary trial every been revoked at the end of 3 months
Shame on you for proposing this outrageous plan
There are already many options for cycling between these suburbs (including a well maintain bicycle trail) and this would just cut us off from the resources we use in East Clifton Hill

Attachment 2 - Online survey comments

Utter unimpressed that this proposal has got to such a stage without consulting those affected. Seen no evidence presented that displays there is a problem here that hasn't been been created by those with a hidden agenda. Do not expect my vote if this is pushed through
Closing Trenerry crescent will move cars on to The Boulevard, Kew to avoid Hoddle st. This will increase the risk to cyclists On The Boulevard. Why not install cameras on cnr Trenerry Cres &Johnston St to catch the multitude of cars who do illegal left hand turns after 4pm in to Trenerry Cres. This would increase revenue for Yarra council. Make the bridge going over the freeway from Noone St to Gray St more cyclist friendly. Also, I am cyclist and driver so have an understanding of both sides. Thankyou
I don't own a car or a bike, but the amount of road being given away for bikes, and pedestrians doesn't seem to make sense. Also bikes, being ridden on the footpath is a danger, how about a blitz on this. Surely if you choose to be on the footpath, and not the cycle lane next to the path, you should push it. There isn't a pedestrian advocacy group, as there is no money to be made, so no voice of those of us who walk the streets being heard.
Hi. Perfect time with the lack of traffic as it will break the "habit" of drivers going through Clifton Hill when Punt Road is really the better option at the moment due to the brilliant changes made in Punt Rd. Roseneath Street and Grey St is the major cut through road for speeding drivers and is getting more dangerous for local children walking to school. The concept is to make Punt the better option for drivers by making it harder to cut through Clifton Hill by closing certain road and intersections. Please consider - closing the top of Berry St at Grant St and as all the timed "No Left hand turn" signs are completely ignored. - Closing roads that run north to south - Slow points for one vehicle access under the bridge; - one lane under the freeway with traffic lights at either end and a two way bike path not stopped by lights - There are automatic bollards on the market that raise and lower themselves at specified times which have worked elsewhere.
This proposal is terrible. It's outrageous that our own council is proposing to punish its own residents by forcing them into Hoddle St traffic when driving to get groceries, etc. I use a car far more often since COVID to avoid coming into contact with others and use this route often. Do not close the road.
No No No. I do not support option 2 or 3 Do NOT close Trenerry Crescent NOW or ever. Not in whole, or in part. Full disclosure and information should have been made available to residents. Why do this? There is no reason to close Trenerry Crescent. Please. Please please. Can you just show some common sense. Thank you. I do not support ANY closure of any kind.
I am voting in favour of the Closure because I live on Noone Street and during peak hours there is a ridiculous number of people cutting through Clifton Hill in order to avoid Hoddle Street. These people are predominantly parents of students in private schools in Kew. These people have taken no consideration of locals and I ask that you consider locals instead of people that do not live in the Clifton Hill of the City of Yarra. I would also like to suggest a sign at the start of this road that says "local traffic only" such as ones you have placed in other areas.

Attachment 2 - Online survey comments

As a local cyclist and driver this prposed plan is both unnecessary and a waste of funds. Money would be better spent on cleaning up the Merri Creek which is perpetually littered with garbage, There are plenty of bike lanes if cyclists find the trennery cres underpass too daunting. Furthermore, this is not heavily trafficked by pedestrians or cyclists anyway due to the variety of other avaiable routes. We need this road open for emergency access as well as access to Richmond etc. as Hoddle St.,/Punt Rd. is a nightmare. If you want to fix trennery cres, do something about the awful speedhumps which are incredibly high and damaging - make them smoother and a little lower.
I am dead against it being used other than as present.I like to use it as a road for vehicles as it has always been.
There are some grumpy people with loud voices who don't want the trial - but I think it's definitely worth exploring the trial.
If this particular road is closed it then restricts residents, services to only enter and exit from hoddle street which is already over capacity. With 3 exits from the area of Clifton hill 1 being dictated by train lights and impossible to exit during peak train times. 2 being a high accident area to which several life's were lost last year 3 left hand turn only from noone st Not allowing traffic to flow through the crescent will force vehicles to turn onto hoddle then to Johnston to make their way to Richmond or even Vic Park area (ground and station).
I am an experienced transport professional with experience in project development, transport modelling and economics. I have worked on many of Victoria's largest transport projects (North East Link, Level Crossing Removal, Suburban Roads Upgrades, East West Link). This type of closure will remove the ability for residents to travel south, save tackling Hoddle St. It is likely that this would reduce traffic in the area, however, it seems very unlikely that it would reduce travel times for Clifton Hill residents. Movement and place initiatives must also take into account travel times for residents not be solely focused on reducing traffic in suburban areas. I would be very interested in seeing your modelling for average travel times Clifton Hill residents with and without the closure. This assessment needs to take place in a strategic transport model (e.g. VITM or Zenith) rather than a microsimulation model (which will not take into account the increased time for trips leaving the area). If you have any questions regarding the morning assessment, please reach out to me on 0402095412.
I use this local access almost daily. I love and work in the area as well as access the community in Clifton Hill and Abbotsford. I'm yet to see this as a major issue and suggest considering local access only during the problem times.
It's a ridiculous plan given there are 2 other dedicated bicycle paths within 150m either side.
Hello council team, first of all I am quit displeased by the lack of prior consultation before the trial to find alternative solutions that also benefit residents. Tenery crescent is an important road and one of only 2 access to our residence! Filtering external traffic and develop better cycling ways would be a better alternative
There are plenty of safe bike routes, very little car access. This proposal doesn't make sense
Both my wife and I frequently travel (but not during stage 3 Covid restrictions) To visit our daughter and grandchild in Noone Street always via Trennery crescent . The proposed closure or partial closure would make it difficult to reach our destination in a reasonable time frame . The picturesque last kilometer to our desired destination along side the Yarra river is always uplifting amidst glorious bush land .
1. This is a valuable route for locals driving - a good option is to keep other non residents from using a 'short cut eg from thornbury to Hoddle st. There are already some good deterrants (no left turns etc) 2. There are plenty of bike tracks nearby and I am a bike rider. Right below along the river for one is

Attachment 2 - Online survey comments

the capital city trail. 3. This is totally unnecessary.
It would be great to beautify the area under the eastern freeway to make it a more attractive area to pass through walking. Native plantings, new fencing, expanded bike lanes in both directions, street furniture would be great.
without the road travel times bw Abb and Clifton hill triple. I use the depot a lot
This is ridiculous to close this road. The roads are already chopped up for bike riders what more do they want and why is council even considering this, it's crazy. It's obviously for people who don't live in the area and I believe that the residents in Victoria Park precinct weren't even consulted about this.
I work at a school in Kew, as well as provide care to my grandparents who live in Kew. Closing Trenerry Crescent would add 15 or 20 minutes to my drive. In the current climate I would much prefer to be spending less time outside my house.
Having Trennery Crescent open causes dangerous traffic conditions and congestion
Hi Thank you for doing this. North bound cut through traffic in the afternoon and evening is a major danger to children, pedestrians, and cyclists, as is south bound traffic. I have personally witness on a daily basis multiple cars travelling at high speeds through the streets, as they cut between Johnston and Heidelberg road. I have seen many accidents occur, particular at the intersection of ramsden and Yambla. I have seen regular aggressive behaviour by drivers when encountering locals cross streets or when encountering cyclist in bike lanes. In the afternoons there would frequently be cars backed up from Heidelberg along Fenwick and Yambla all the way through Trennery back to Johnston st. People treating the Clifton Hill neighbourhood as another lane of Hoddle st. Every day I witness multipe hoons racing up Yambla St along the park at incredibly dangerous and illegal speeds with no regard for the safety of the neighbourhood. Often there are children playing in the park meters away from this reckless behaviour. Every day I witness cars speeding around the corner of ramsden and field St. There are ZERO pedestrian crossing to quarries park's cricket and football fields along Yambla, Ramsden, and Field St. Cut through traffic driving at high speeds is a major danger to children walking to and from Spensley st Primary school. There have been multiple instances of cars That were cutting through, speeding around corners, where they nearly ran over my children or my neighbours children, when we were merely trying to cross the street in our neighbourhood. Thank you for taking this step; it will have major impact on the safety and liveability of Clifton Hill.
As a property owner in Trenerry Cres and a frequent visitor to the AEU Building at 126 Trenerry Crescent, I would hope that at least the northbound lane of Trenerry Cres could stay open to allow traffic to exit the area. Otherwise all traffic has to enter the very busy Johnston street, which would be the only other exit from the area. Thanks for allowing us to comment
Just do it. The benefits of safe, easier to access, adequate cycling capacity will be greater, the sooner they are provided. If this closure is delayed, the opportunity will be lost.
I visit my family and friends regularly in the eastern and southern suburbs and I do not want to be forced into Hoddle Street to do this. It often takes me some time to even turn left onto Hoddle Street duringbusy periods. Shutting Trenerry C to solve the issues with rat-racing that affects a limited number of people in Clifton Hill will create more problems for a larger group of residents.
This is route avoids Hoddle st for local traffic between Clifton Hill & Abbotsford

Attachment 2 - Online survey comments

Silly idea really.
The crescent is a lifeline from Clifton Hill to Richmond for U3a, for work at Fairshare and for shopping. Closing the lifeline would be as devastating as the division that was caused by the Eastern Freeway in Alexander Parade. I can only assume a lobby group of homeowners have requested. If you buy in an already much loved route you do not have the right to demand others do not use because you do not like the conjestion.
Proposal to close the road to cars is nonsensical, for many residents in the area it's THE road to drive to and from work, putting the vehicular traffic onto hoddle st would cause gridlock at those intersections. This proposal is, with all respect, the voice of the narrow-minded few who are not representing the wants and needs of the greater local community here. As a passionate cyclist, would love to have dedicated roads for a cycle network, but appreciate that many in the community don't have the option to cycle, whether it's due to physical limitations, distance of travel, age, the need to do school drop offs on the way, tradies with their tools etc etc. commuting on a bike is a luxury for the few in our community, the road is built for cars; if we need another lane for bikes, let's build it, away from the road, or… There's a pedestrian bridge over the freeway too isn't there, perhaps it can be upgraded to a bike highway... And whoever put the last dot point on this page about reducing climate change and covid, thank you, your assistance is no longer required on the matter, please remove yourself from the conversation, use your talents elsewhere, this is a community traffic design matter not your own self serving campaign for confusion and misinformation.
I cannot see logic on this one. The rat runners go northbound. I use that road as pedestrian, cyclist and driver and want it open. Put a cop there on evenings occasionally and give fines for non locals Also concerned about emergency service vehicles having access to the local area.
This decision is unfair on locals who use this route regularly for purposes such getting to and from employment. This would create the need to use an already busy hoddle street, add extra travel time and add more of a carbon footprint.
I was a long term Clifton Hill resident, although now reside in Thornbury. My kids still attend school in Clifton Hill so I am still in Clifton Hill daily and regard it as my community. This is a terrible proposal that would impact the locals of Abbotsford and Clifton Hill greatly. Many of the children at Spensley Street Primary reside is Abbotsford, and to make those families travel via Hoddle Street would add on half hour each way (adding to the "climate emergency"). There is plenty of space for pedestrians and cyclists already. The two communities are linked and the impact on the locals would be too great.
This by my count the third time since 1992 that the closing of Trenerry Crescent has been proposed. Please stop trying to close Trenerry Cresent. Instead fix the issue of traffic rat running by forcing traffic to turn left and only left at the intersection of Roseneath st & Gray St for north bound traffic. And no left turn from Roaseneath st into Gray st for west bound traffic. Consider putting a board walk for cyclists extended over the creek by Trenerry Cresent abutting the current path under the freeway to create a specific bike path. This will stop contention between bike riders and pedestrians on the current footpath under the freeway.
Hi - I live on Noone St and often ride my bike on Trennerry but this would close the only way of getting to kew or Richmond without going on hoddle st. It forces everyone to take hoddle st. There is the footbridge and also the other side of the river for Yarra for bikes. There are no high schools in Clifton Hill!
I do not support any closure. As a local resident who cycles and walks through this area, there are plenty of alternate bike routes (Groom St footbridge, Yarra trail, Hoddle St and Trennery Crescent bike lane) and no alternate vehicle routes except Hoddle St, which is impractical. This is a poorly considered idea. Invest in making alternate bike routes more visible if the point is to improve bike access.

Attachment 2 - Online survey comments

we need less car roads and more walking pathways and biking tracks throughout our suburbs.
I think any bold proposal to prioritise pedestrian and cycling road use over cars is to be welcomed. We won't achieve the radical reductions in transport-based emissions that are needed unless more proposals like this are pursued. I live in Cliftin Hill village and regularly use Trenerry Crescent to travel to Abbotsford by car, but am willing to sacrifice this convenience for a greater good. This proposal will have the parallel benefit of re-directing large volumes of through traffic from residential streets with a high number of pedestrians to more major arterials. I wholeheartedly support.
Creating more roadblocks will not help drivers. There is a real problem with bike and pedestrian shared areas all around Merri Creek and Quarries Park. Several of then ride as fast as if they were on a road and expect pedestrians to get out of the way. You need to address these walking areas particularly in the current climate.
Do not close this essential road to car traffic. Residents need to be able to access their homes, workplaces, appointments, schools and shops without having to struggle onto congestion and increased dangers on Hoddle St. Surely rat race traffic during peak times can be controlled by a traffic camera and fines but local residents access should not be curtailed. I feel the Council should support the rights of local residents to continue to drive along the safer and quieter route of Trenerry Crescent rather than Hoddle St.
I cycle this bit of road a lot but don't support its closure. It is pretty safe even with cars (can you please trim the bushes back at the top to climb. They're in the bike lane!) and there are alternative bike options (Merri creek trail). This is an important way for locals (car driving) to get around.
This is an insane option created no doubt for the best of intentions but as we know this will simply pave the road to hell. For residents of East Clifton hill who need to travel to the city or Kew there is no alternative under this proposal but to go to Hoddle st which is basically a giant parking lot or to chandler highway which has massive traffic flows. As someone who has ridden bikes to and from the city for 20 years the changes made to Wellington st have made massive improvements to cycling safety and in any case the main Yarra trail is an off road safe cycling area. As such the justification for this change makes any benefits so marginal and the costs for the population of east Clifton hill who need to travel so substantial that any rational decision would not pursue this option.
There are better alternatives then closing this road to cars. Slow the speed limit for 1.
This is crazy to divert us to Hoddle st. It is an essential link to kew and abbotsford!!
I fully appreciate the need to better accommodate cyclists and pedestrians as the path down from Noone St is far from ideal. I near Trenerry Crescent and I drive, cycle and walk that way. The reality is that, in the morning, forcing cars to go via Noone, Roseneath or Ramsden streets would add a minimum 20-30 minutes to any journey that meant that you needed to go via Johnston St. Getting out of those 3 streets is already difficult in (non-Covid) peak hour and forcing more cars that way would make it much, much worse. I also think that prioritising cycling ignores the needs of many people who can't avoid driving, including people with disabilities, people who transport small children or elderly people or people who have to commute long distances. Spend the money to improve or widen the path~please!
While traffic volumes are low this is a good opportunity for Council to experiment with some changes that preference forms of transport other than motor vehicles.
Thank you - the Main Yarra Trail is packed right now. As a Collingwood resident, there are few unsealed paths for me to run on close to home (my knees and ankles struggle with hard, sealed durfaces). Cyclists need safe alternatives to ride on, to enable walkers and joggers to maintain a safe distance. This may inconvenience a small number of drivers, but the reduced traffic right now means there is very little congestion, so I think they are still ahead compared to pre-COVID times.
Stopping traffic from using Noone Street to get to the freeway would also be a good idea, especailly as crowds gather out the front to the cafe and onto the road.

Attachment 2 - Online survey comments

If the road doesn't close, pedestrian crossings must be installed on Gray St.
What a ridiculous idea, the roads are already to clogged and it will only get worse over the next number of years. People will always need to use vehicles to be able to work.
there is a heavy amount of traffic using Gray St/Trenerry as a short cut to Johnston St. They barely stop at the top of Trenerry before turning into Gray St. If I'm coming out of Gray St (the one way emergency vehicle access section), I have to be super careful that I don't get hit by people not expecting to see anyone other than themselves. Even the speed bumps don't seem to slow them down.
If Trenerry Crecent is closed it will drive more traffic onto Hoddle Street which is already overcrowded. We frequently use this road and strongly object to you closing this underpass.
I would love to see cycling/walking prioritised in this area as they are my predominate form of transport and am a keen believer in promoting these forms of transport over car travel. However, I think full closure of this section of Trenerry Crescent would negatively impact residents of Clifton Hill and Abbotsford. Closure of the southbound lane seems like a much more sensible option. Retaining northbound vehicle access will allow local residents to move freely between Abbotsford and Clifton Hill/the eastern Freeway without having to turn right onto Hoddle and right again into Clifton Hill, and ultimately deter rat-running by non local traffic, while creating a safer space for pedestrians and cyclists. I would be interested to see the results of the traffic assessment undertaken by Council to support these Options, and how many cars actually access this section and how many are local residents of Abbotsford and Clifton Hill versus drivers using it as a short cut to the Eastern Freeway/Hoddle Street. Also, I was very disappointed to hear that Yarra were going to implement these changes without undertaking any community consultation. As an Environmental Planner working on a variety of infrastructure projects from big to small, I see community consultation as such an important part of any government decision, especially when a project will greatly impact on people. I sincerely hope you are taking into account people's feedback and this isn't just a tick box exercise.
Great proposal. Wonderful to see the council taking steps to promote bicycle and pedestrian safety as well as COVID safe recreation along the creek. Well done team. Hoping the trial goes ahead.
I live on Trenerry Cres and am an essential worker who needs to be able to get to work quickly at short notice as I am on call. Sometimes when traffic is bad, turning right onto Johnson Street takes forever. If this road was closed entirely, it would take away the best option I have to exit my street (driving) and this road and the access it provides was a factor in my decision to live here. Having said that, when cycling, I don't feel very safe using the almost nonexistent bike lane in that stretch of Trenerry. Another thing that would make more likely to cycle is putting a traffic light at Johnson and Trenerry intersection as I just don't feel safe riding through that intersection as it is in peak hour. If this section of road is closed entirety it will cause more stress than benefit for me as a Trenerry resident, but I wouldn't mind trialling partial closure and improved bike access.
Long overdue
Why not direct the cyclists from the merri creek trail to the adjoining main Yarra trail at the southern corner of the council depot so you get a continuous trail. Merri and Yarra. And not force cyclist a further 200 metres along a narrow pathway and a dead end onto trenerry crescent. Then stop cars on trenerry to allow cyclist to go back to the Yarra. It's a ridiculous suggestion.
Closure of Trenerry Cr. will unduly and negatively affect residents in my area, , by forcing traffic to turn left onto Johnston Street which is extremely difficult and dangerous at busy times.
Keeping Trennery crescent open allows congestion relief for Johnston street. I believe by closing off Trennery crescent we'll be shifting more cars onto Johnston Street which will actually make the traffic flow worse in the surrounding areas.

Attachment 2 - Online survey comments

I ride from Clifford Place in Clifton Hill to Abbotsford, Richmond and Studley Park most days. I DO NOT need to ride down Trennary Cres. Riders who ride on the Capital City Trail are generally doing so because they want to ride on a bike path - closing Trenerry is NOT going to make people get off the path near Trenerry, ride up and down the steep Hill of Trenerry and then get back on the bike path. This doesnt't make sense. Less confident bike riders can ride on the bike path or go across the overpass. They do not need to ride on the road. Closing the road to cars will not make the footpath any safer for pedestrians. Closing Trennery will make turning onto Hoddle St to travel South or Heidelberg Rd to travel east far more difficult and significantly increase the travel time to Abbotsford, Studley Park and Kew. The idea that this will help Yarra deliver on its new Climate Emergency Plan, address the climate crisis and respond to COVID-19 is ridiculous. You are not getting rid of any cars - just making them sit for longer and create for pollution trying to get ion to Heidelberg Rd or Hoddle St
As a resident of Abbotsford on the Clifton Hill side of Johnston St, I feel that restricting access/egress to Johnston St only disadvantages residents. While a reduction in through traffic from Heidelberg Rd to Johnston is ultimately desirable, completely or partially closing Trenerry Crs is an extreme solution for residents in Abbotsford. The critical point is that the Abbotsford/Clifton Hill residents pay the price for the cessation of Heidelberg Rd through traffic at peak times. And Abbotsford residents mostly knew about the Trenerry Crs traffic problem when they bought into the location. It's the price paid for access in the opposite direction. However, if any kind of closure does go ahead, it makes sense to remove the "No Left Turn between 4-6pm" sign into Trenerry from Johnston St as less traffic will use Trenerry to get to Heidelberg rd.
Full road closure is preferable. We are in Lulie Street, Abbotsford, where there are a lot of young kids. There is a constant stream of cars coming from Trenerry Crescent into Turner and Lulie Streets in the morning, because people are avoiding Hoddle Street. The cars are always speeding along and it is dangerous for the kids who are trying to walk to school.
I am a local in Abbotsford at Victoria Park. The Trenerry Crescent 2 way road is the only way that we as Abbotsford locals can connect with Clifton Hill, and North Fitzroy, local businesses, community, services and schools without having to enter the major roads that border us. I walk, run, ride and drive this way multiple times each week in both directions. The Trenerry Crescent is an essential local thoroughfare – without it, we are completely cut off from the northern suburbs of Yarra City council and will have to travel East to Kew to buy groceries and other staples. I'm disgusted while people are fight for their lives in hospital and we are all doing our best to fight the COVID-19 pandemic that the Yarra City council would see this as an opportunity to block a street that previously been rejected by locals. The council should be committing to upgrading the very poor and out of date foot and bike paths on both sides of the Merri Creek under the freeway which should not take Melbourne being in a grip of a pandemic to improve.
I live on Fenwick Street and use Trenerry Crescent every day in each direction to access Kew and Abbotsford for required journeys (e.g. to assist elderly parents). To close this road would cause a major inconvenience for me. There is a bicycle and walking path along Merri creek adjacent to Trenerry Crescent already.
I prefer a 4th proposal: one way lane for vehicles controlled by traffic lights. Typically used for road works.
A lot of rat-running seems to take place on this street as well as it is too narrow a street for cyclists to feel safe riding on. I do not live in the area but have and do ride through there on occasion. Potentially could increase commuter times to too great an extent but if the increase in commuter times was minimal, think it should be strongly considered.

Attachment 2 - Online survey comments

This is a poor choice of focus from the council. There are many other more relevant things to address in terms of climate and environmental issues
Please do not close this important road for commuters
There is no explanation as to why this needs to happen I think it is a needed route between Abbotsford and Clifton Hill
Please dont do this
This is a terrible idea - this is an important road for local commuters. Use your time to look at important issues with the environment, not this.
Close entry into Trenery cres during peak hours only or introduce chicane type barriers as done in Miller St Nth Fitzroy
I have a toddler and newborn. I am unable to use my bike during this time because of their needs. I would otherwise love to. I frequently use Trenerry Cres to access shops for food and other amenities in Richmond as well as accessing parks and the Toy Library in Abbotsford and Collingwood. It would really limit my ability to access these suburbs in peak hours if my only option was to drive via Hoddle St. While I recognise the need to move to a more sustainable planning of our city and roads, I think this leaves Clifton Hill residents with a really bad outcome of only being able to access other suburbs through a major, congested road. It reduces community spirit and prioritises the able-bodied
I'm a resident of this area and use this roadway almost daily. I'm strongly against any form of closure. I would ask the council to outline whether they have completed any of the below assessments. Has a feasibility/impact assessment taken place prior to this proposal being presented to council for voting? Including current vehicle use statistics Is the council able to provide an assessment demonstrating how this proposal will impact the macro economies of Abbotsford and Clifton Hill (east)? Has an independent traffic volume assessment/modelling been completed for local roads specifically those leading to/from both Hoddle St and Johnston St? Have Department of Transport been consulted regarding the impact assessment/modelling for traffic volume increases on Hoddle St, Johnston St, Yarra Blvd and Heidelberg Rd and the respective intersections for these major arterial routes? What consultation has been undertaken with emergency services in relation to the proposed road closure and impact to their service delivery capabilities? In relation to the online survey the council has initiated, can you please outline whether individuals need to rank all options 1 to 3 or providing a single option is considered as an acceptable response? Can you outline who has been granted the right to vote in this survey. It appears as though it is open to individuals living outside of the LGA and impacted area which raises questions of validity and poses potential for manipulation from various groups wishing to manufacture a result that suits their agenda. Why aren't letters being sent directly to residents/rate payers within the impacted areas to gain appreciation of their views? It has been implied that council had already put this proposal to a vote under the agenda of Covid-19 without consulting the local residents. This seems to coincide with the same councillors previous failed attempts to encourage the council to close the roadway in support of external bicycle lobby groups. Can you verify this is the case and outline whether this contravenes the Yarra City councils code of conduct? Specifically elements regarding conflict of interest, community engagement and transparency of change/decision making. I would be interested to know if alternative actions are being considered outside of the options presented by council and whether there has been engagement with the Local State MP in relation to seeking a resolution that delivers for users of both cars and bicycles.

Attachment 2 - Online survey comments

Traffic goes both ways depending on day so option B doesn't full address the issue. Close road to all traffic except foot, bike and emergency services in exceptional circumstances. Time to start getting cars off the road. Cars are should be last option for inner city living. We have many excellent public transport options, and providing safe biking routes is what the future should hold. Environmentally that area would flourish.
Please close it all together and stop the afternoon rat runs..... Noon street,Fenwick street and the esplanade are patronised by regular speeding motorists around peak times! I've witnessed some speeds up to 80 kph! Given the amount of young families is growing within Clifton Hill east, it's only a matter of time before something tragic happens.
Any closure will create severe congestion at Hoddle st and ramsden / roseneath / Noone st junctions especially with the the completed unit developments in clifton hill providing additional traffic. To minimise impact it is my suggestion to open south and close northbound traffic. This would provide the same outcome for pedestrian and bike users
Trenerry Cres is used as an alternative route for a large number of vehicles wishing to avoid Hoddle St during peak times. This has resulted in a large volume of traffic on Grey St, Rosenealth St, Yambla St, Wright St, and Fenwick St, all the way to Heildleberg Rd. This is another reason for closing Trenerry Cres. The intersection of Ramsden St and Yambla St is particularly dangerous with cars crossing the intersection not being able to clearly see cars approaching from the right due to parked cars obscuring their view until they have entered the intersection. I have had multiple near-misses here while travelling west along Ramsden St. This is another rationale for closing Trenerry Cres.
Dont close the road
DONT CLOSE the ROAD why dont you widen the road
Stop closing roads under the guise of covid. Keep greenie political polices for Parliament, not councils.
I frequently use this road, please do not close it.
No explanation at all of why this closure may be necessary
Lovely initiative. Good on Yarra for being prepared to trial a new approach, get some facts and make a decision based on the measured results, the experience of the local community.
I walk my dog along Trenerry Crescent an have found little problem with congestion under the freeway. If there are too many people I have the choice of the overpass or along the alternative path in the other side of the Merri Creek. These alternative routes would apply to bikes as well. However, if Trenerry Crescent was closed to cars, there would be no access to the recycling depot or to Heidelberg Road other than the difficult to access north bound Hoddle Street from Abbotsford. So, blocking car access is an extremely bad idea.
Great idea. Need to encourage more cycling and we do not feel safe cycling that way when it is a beautiful, ideal route. I have to commute via Johnston St/Nicholson St junction and I frequently nearly am hit by a car on my bike when I am using the junction correctly.
There are several other routes for bicycles to travel including an overpass over the freeway and the Merri-creek bike path. More work needs to be done on the existing path.
I cycle and would like to keep Trenary crescent open to all road users including cars
This will be very problem for local residents and only cause other traffic/infrastructure issues elsewhere
This is a stupid idea. Who comes up with this stuff? It's just nuts.
I cannot begin to describe how ridiculous this is. Firstly, as Trenerry Crescent residents, we have not been formally notified of this. We have only found out through community Facebook groups. This is absolutely unacceptable! Secondly, Trenerry Crescent is vital in linking the two communities of Abbotsford and Clifton Hill.

Attachment 2 - Online survey comments

Residents from each side of the freeway regularly rely on the road to access various services, from leisure centers, shops, medical clinics, schools, kindergarten, day care, the list goes on. By shutting Trenerry Crescent you would be forcing all traffic to divert via Hoddle Street - as if that road needed more traffic! Not to mention the significant increase in travel times. For example, a Vic Park resident who sends their child to Petit day care on the corner of Noone & Hoddle in Clifton Hill. A 3 minute drive via Trenerry & Noone becomes a much longer one. First they would need to negotiate a right hand turn into Johnston Street - a real pain during peak hour. They would then need to travel north up Hoddle BUT the right hand turn lane is closed during peak hour, forcing the driver to turn south and complete a P turn before traveling north toward Clifton Hill. A right hand turn would then be required at the Roseneath Street lights - more waiting as there is no designated turn arrow. Then via Rutland to Noone St before arriving at the centre. To say this would be inconvenient is an understatement. Speaking of this inconvenience of adding significant time to travel between either side of the freeway - have you consulted the emergency services to gauge how this may affect their response times to these communities? An extra 5 minutes is quite literally a matter of life and death. The reason you have given for the closure is to create more space for walking and cycling during covid. I would argue that there is already sufficient paths nearby - the Main Yarra Trail is literally metres away and an overpass over the freeway connects the back streets of Clifton Hill to Trenerry Cres. We use these regularly and they are NOT overcrowded. My browsing on social media has shown that there are some special interest groups who are highly motivated to have Trenerry Cres closed. With the lack of adequate notice to residents - those who this affects the most - I do wonder if these groups have undue influence in council proceedings, and that this is being set up to be pushed through regardless of residents (ratepayers & VOTERS) views?
Nobody wants this closure. It will increase traffic on Punt Rd, in the morning commute. Cyclist's have adequate safety riding this road.
Trenery Crescent is a road I use in both directions several times a week to do my local shopping or visit other locals. I feel diverting me and every other local to use Hoddle Street will add significant time to our journey as well as congestion to Hoddle Street. You already know the road is heavily used, why don't you expand the footpath out to the river to accommodate a shared pedestrian and cyclist path? If you make a shared path you could even reclaim some of the road currently used as bike lane, you may not even need to expand the path out towards the river so much as bring the road railing in to where the bike lane is. I honestly think very poorly of whoever decided the only options to be presented were: A) do nothing, B) inconvenience local drivers, or C) really inconvenience local drivers. If you asked us locals for suggestions prior to proposing such radical options you would be getting much less opposition.
I am strongly opposed to the options of both full and partial road closures in Trenerry Crescent. I find it insulting that you are justifying this as a measure to protect my health, safety and wellbeing as a resident of Yarra. It will not. It will have adverse effects on my health and wellbeing. I find it absurd that this is even being proposed and I feel that you are pushing this agenda for the benefit of bike riders primarily and using the pandemic to justify it. Bike riders have plenty of bike lanes and they have bike paths, especially in this area. They do not need roads to be closed. I am a long term resident of Clifton Hill - I was born here and have lived here for most of my life (35 years). I have a full time job in the Eastern suburbs of Melbourne and use Trenerry Crescent to commute to work from my place of residence in Clifton Hill and back. I travel on Trenerry Crescent multiple times a day throughout the week, and also use it to commute to Richmond multiple times a week to visit my partner. I cannot use public transport, or a bike, due to my chronic asthma and compromised immune system. These are conditions which mean that I am at a higher risk of contracting COVID-19 and having serious complications as a result. The closure of Trenerry Crescent will also add a huge amount of

Attachment 2 - Online survey comments

time onto my commute to and from work, and also to my partner's house. As a result, this will have a significant negative effect on my quality of life and on my mental health. I propose that there be no road closure to Trenerry Crescent and propose that instead of penalising the residents of Yarra who require the use of Trenerry Crescent to commute to their jobs etc. that you instead implement processes to stop people from outside of Yarra using the roads and the parklands and bike paths etc. as these people are the ones most likely congesting the area and making it unusable.
Close entry into Trenery cres from south to nth between 4 & 6 pm from Johnston st and from 7 am to 9 am from grey st into trenery cres. Mon to Fridays only. No restrictions on weekends.
Too much traffic is simply people padding through utilising the underpass to avoid Hoddle St rather than local people that actually need the streets. Also very open to a 30km h speed limit in this area
It's a great idea! There's way to much traffic that isnt local and uses this route to bypass hoddle st. Plus the pedestrian walkway is to small for pedestrians to walk both directions, particularly with a pram. People have to pull over to the side to let you through. Then you have bikes trying to use it as well as the road isn't safe for them even with the currently bike path.
I do not support full road closure as there are so many roads and one way turns we are permitted to make so we would be trapped in our own suburb. I would however fully support a widening of the footpath and bike path under the underpass to make it more accessible to foot and bike passengers.
I believe the best option is not even listed here so cannot vote for any of them for B or regrettably C! The best option is the southbound closure of Trennery in the morning and northbound closure in the afternoon to negate the rat runners. I would argue that the afternoon traffic particularly flowing through to narrow Yambla St is ridiculous and at dangerous levels. Why not install an automated sign system that switched over at certain times of the day to achieve this goal? You could still create a permanent bike/ pedestrian lane on the east side of the underpass.... I wonder why this option has not been explored? It cant be a question of money...surely.
Close it, people should not be driving places anyway. It would make for a wonderful community space.
Don't close it
Stopping motor vehicles will totalky jam Hoddle St north of freeway. We wont have any efficient access to eastern freeway and hoodle st south
I would love for this to become a permanent road closure, or at the very least for a separated/protected bike path here.
This plan severely inconveniences those Abbotsford residents who need to travel to Clifton Hill for work or school each day.
What are your reasons for this closure? All I can see are negative consequences.
A very dumb idea. I would have no way of getting to Clifton hill. From Trenerry crescent to turn right onto Johnston is nearly impossible. If there was no traffic turning left from Johnston into Trenerry crescent which sometimes creates a small break in traffic it would be impossible. You would then need to install traffic lights
The sooner we close this road the better. The number of speeding cars travelling through our suburb during peak hour presents an unacceptable risk residents walking, riding and driving in the area.
Road closure would impede the cohesiveness of these two neighbourhoods. There is plenty of walking and bike access via the Yarra Trail.
This change would represent an important upgrade for pedestrian and cycling movement (particularly given the quality of pedestrian and cycling paths under current conditions) at the expense of a modest reduction in permeability for motorists. The existing footpath is very narrow and barely serviceable, let alone providing space for adequate

Attachment 2 - Online survey comments

social distancing. This is also a key link for cyclists but forces them to go on road without even a painted bicycle lane. As a route for motorists, this provides a convenient link between Abbotsford and Clifton Hill bypassing Hoddle Street however this convenience also encourages through traffic which is detrimental to pedestrian and cyclist safety as well as residential amenity. Removing this link would have positive effects in terms of traffic calming without significantly anybody needing to travel by car. Looking at Google Maps directions (taking into account traffic delays) this change would not delay any motorist by more than six minutes - this is the worst case scenario comparing a trip from just south of the underpass to just north of it. For many other trips utilising the underpass by car this delay would likely be even lower. In the COVID-19 environment, it is critical to encourage safe movement by walking and cycling as much as possible, for transport and to meet exercise/recreation requirements. The severe reduction in safe capacity of public transport means that encouraging active travel is vital in preventing an unmanageable increase in traffic, encouraging safe local trips to support local businesses, and maintaining physical and mental health. There is negligible risk in trialling this change, particularly in the COVID-19 pandemic, with the possibility of reversing the change if significant and unanticipated impacts emerge. It is likely that this trial will result in demonstrable net benefits and make the case for permanent change clear.
Should consider extending Path towards waterway shoulder.
Used to live on roseneath st, and hated that It was a major rat run. Closely trennery has been sought for years to solve it. Impatient motorists will hate it, but necessary for inner city liveability. Bravo Yarra
Good to get a bike lane that's a bit wider there to replace the closure of the road.
What is the point of the closure?
If someone needs to drive between Abbotsford and Clifton Hill they can use Hoddle Street. Encourage active transport by closing Trennery Crescent.
I strongly feel that it's important to trial this type of traffic measure in the inner city, where we challenge the status-quo on our car-centric culture. Particularly at this COVID time, we need to back this initiative to encourage and support greater walking and cycling, even if drivers feel inconvenienced. Additionally, we need to be pushing rat-running drivers off streets like Trenerry Crescent back out onto arterial routes like Hoddle Street and away from local residents' backyards. Let's make this a safe place for locals, their kids and other vulnerable road users to cross between the north and south sides of the freeway!
If this road is closed it is going to affect my travel to work everyday. It is going to double my travel time. I've lived in this area for 33 years and use this road daily I don't think it's a good idea.
I support a full closure being run on a trial basis. I understand the concentrated concerns of some local residents but from my understanding of public works projects like this from all around the world, the concerns usually turn out to be overstated, while the benefits are wide-ranging and hard to imagine before the trial is run. I think an independent consultant could be selected to monitor the implementation and also be able to call off the trial earlier than 3 months if it's clear that the negative effects were larger than imagined. It's also unfortunate to see the level of vitriol from some of the supporters of the closure -- I think cycling advocates should promote that we really are interested in this being run as a trial. Personally, I'm not convinced this piece of road is a piece of cycling infrastructure to die on a hill for as the steepness of the street doesn't create for a particularly inviting ride compared to Merri Creek Trail.
Locals need better exits. It is impossible to turn right from Trenerry in busy traffic. We need to have lights at the corner of Trenerry and Johnson. Also the pedestrian tunnel from Lulie to Truro needs to

Attachment 2 - Online survey comments

be widened and converted to road width to provide access to Hoddle without the need to pass through Johnson.
This seems like an absurd idea with no obvious upside. As an Abbotsford resident who (when restrictions allow) frequently visits friends in Clifton hill, the closure would be a huge inconvenience. There simply isn't an upside to this. Why is this even being put to vote?
This is strange that you are asking for feedback on a proposal where you haven't actually explained what the problem is and why you are making this proposal. Can you please explain the problem, and the purpose so people can actually make an informed decision? Thank you.
This is along my commute route (Cycling) and a closure would be very welcome.
The current condition is unsafe for cyclists and pedestrians. Cars use the underpass to bypass major roads as a 'shortcut', travelling at high speeds at a frequent rate. Cyclists have the option to either use the road, with fast vehicular traffic, or be put along the narrow footpath between fenceline and guardrail (which can barely hold a single cyclist in one direction, let alone either side plus pedestrians). The same issues present themselves on the opposite side of the river. The underpass has the opportunity to strengthen the Capital City Trail cycle path, to create better pedestrian links between parklands along the river, to provide additional public space, and to promote Council's initiatives of accessible and safe sustainable transport.
As a resident and rate payer living on Trenerry Crescent I do not support any option other than Option A: i.e. keeping the road fully open for vehicles in both directions. Partial or full closure of the road would severely impact access to the community, health, educational, medical and sporting services and activities my family participates in. I use the street as a pedestrian, cyclist and vehicle driver, and there are clearly many better ways to support safe cycling and walking than closure (full or partial) of the road.
Please, don't penalise residents because other drivers don't comply with existing road signage. There is already signage in place intended to control Trenerry Crescent traffic but this is no being enforced - it would make much more sense for the existing "no turn" signs to be policed or for a system put in place so drivers can't ignored them. Closure of Trenerry Crescent would add significant travel time and greatly inconvenience residents. Please recognise that there are limited alternative options for residents because of existing the no right turn on Hoddle during peak times and the challenge of crossing Johnson Street traffic to get to alternative routes.
Limiting travel along Trenerry Crescent will greatly impact my ability to drive to (and from) Heidelberg Rd as it is difficult to exit Trenerry Cres onto Jonhson St at most times. This plan to close or reduce access along Trenerry Cres to Grey St will be an enormous inconvenience to me and will force more vehicles onto Johnson St - bad idea.
The inconvenience & added time for residents of Trenerry Cres travelling north or Clifton Hill residents travelling south will be extreme. Would much prefer the "No Turn" signs are policed - or some system put in place so they can't be ignored. Eg road cameras and application of penalties. It would seem the residents will be paying a very high price for those road users who are not complying with the current rules. Our options are limited, time consuming & dangerous due to: - No right turn @ Hoddle St in peak hour. - The difficulty of attempting to cross busy Johnston St in order to get to the alternative routes. I have chosen to live close to the city & accept that traffic will be part of my life - but I don't wish to spend more time in the car because other drivers are not following the existing traffic management arrangements. Please, don't penalise the residents again.

Attachment 2 - Online survey comments

The statement that the changes will result in slightly longer travel times needs to be investigated and supported with evidence. Those of us who live in Clifton Hill east of the station are often hemmed in due to the railway crossing and lights at Heidelberg road/Roseneath st. Closing Trenerry will have significant longer travel times not slight. Closing Trenerry cannot go ahead without a thorough investigation of a solution to the lights at Ramsden Street crossing and changing the other lights to allow us out more often. Do not dismiss this as a problem that cannot be changed. We have all experienced long wait times at Ramsden st crossing when there are no trains in sight and Hoddle Street lights privalege through traffic on Hoddle street for long periods of time. In response to 'Why Trenerry crescent' in the flyer. I do not see one valid argument in this section. I am a bike rider and there are plenty of safe options surrounding Trenerry cresent. Riders do not have to take this route. There is so much parkland, trails and even the overpass for cyclists and pedestrians to take. Gray street and Johnston street safety issues are a matter of policing and signposting, not closure. I am not even sure how it will help the Climate Emergency Plan - I am assuming by increasing pedestrian and cycling access for which this area is abundant already. This plan needs much more lead time and other modifications as described above.
The inconvenience & added time for residents of Trenerry Cres travelling north or Clifton Hill residents travelling south will be extreme. Would much prefer the "No Turn" signs are policed - or some system put in place so they can't be ignored. It would seem the residents will be paying a very high price for those road users who are not complying with the current rules. Our options are limited, time consuming & dangerous due to: - No right turn @ Hoddle St in peak hour. - The difficulty of attempting to cross busy Johnston St in order to get to the alternative routes. I have chosen to live close to the city & accept that traffic will be part of my life - but I don't wish to spend more time in the car because other drivers are not following the existing traffic management arrangements. Please, don't penalise the residents again.
Hi 1. I feel this proposal would cause major inconvenience for the residents along Trenerry Cres, and in fact could be dangerous. For example, it would force residents both leaving and returning Trenerry Cres to use Johnston st. Residents wanting to travel north or north west out of the Trenerry Cres precinct would be forced to do a right hand turn into Johnston St from Trenerry Cres, which is a bit like russian roulette at the best of times . Residents returning to Trenerry Cres would have to go via Johnston St and turn left at Trenerry Cres where there is a NO TURN LEFT sign in operation between 4 & 6 pm. 2. When there were speed humps to be installed on Trenerry Cres over the past few months, I recall receiving at least 3 resident notices about the temporary daily closure of Trenerry Cres. Yet not I, nor any of my neighbours at the apartment complex here (287 apartments) have received any notice about this project, which proposes a full 3 month closure, and which will directly affect a large proportion of the residents of the 287 apartments. This seems quite contradictory to me. I have requested a call back - ref # 200723-000247 to ascertain if any notices to residents are to be sent out, recognising that the sated closing date of August 2 is only 10 days away. 3. One reason given on the Yarra Web Site for contemplating this closure is the provision of more open space. But the amount of extra space that the closure of Trenerry Cres will provide is so miniscule, and when compared the open space that is already immediately next to it only metres away, leads me to doubt that this is a real reason for proposing this project.
This is a regular roadway that I use and I do not want to have to get into Hoddle St traffic and sit there and in going by this route add to the congestion on that road.

Attachment 2 - Online survey comments

This proposition is unnecessary and divisive. The process Yarra have undertaken here is appalling - you have needlessly stressed residents for no purpose. There is a need to address bicycle and foot paths. Energy should have been directed at taking the community with you.
Closure compromises safety if there is a fire
The only people who think that closing Trenerry Crescent is a good idea, don't live near Trenerry Crescent. I have lived on Trenerry for 6 years and closing the street off is a terrible, disastrous idea. Residents of North Abbotsford will be trapped, with the only way out of the pocket via 3 right of way intersections onto the already heavily congested Johnston St. None of these 3 intersections have traffic lights, so trying to turn right out of Trenerry has often taken me upwards of 15 minutes. Trying to get from the pocket to the freeway would then involve the aforementioned right turn, a left turn onto Hoddle and then a P turn, making a current 5 minute drive into 30 minutes +, depending on traffic. Using "social distancing because of COVID" as an excuse to push this agenda through is a disgusting scapegoat and the minds behind this should be ashamed. As a resident directly impacted by this decision, there should be no closures at all.
Abbotsford north of Johnston St has no traffic controlled egress onto any main throughfare if Trenerry Crescent is closed. This measure gets rolled out periodically. What's the motivation?
I fully support this closure. This will hugely improve pedestrian & cyclist safety and experience for connections along the Yarra-Merri Creek trails and Trenerry Cres routes. I don't really see the added benefit in closing to north-bound traffic (I assume you can provide protected bike lanes in both directions with the half closure?). Would a full closure be any better than a half closure? Closing northbound would be a major hassle for local traffic, especially during morning peak hour (when there is no right turn at Johnston Street). I'm worried that many people won't understand what the point of this closure is. From your consultation material in mailboxes and in posters onsite, it is not really clear what the specific purpose is (what cycle routes will benefit?), and what the existing issues are. How about a photo of the existing path and a map of the bike routes it would connect to? Hopefully in future your engagement material could promote the benefits of these initiatives, not just a choice of worst vs second worst options for car drivers.
I'm voting on the basis of a three-month trial only.
Roads are for everyone. We cannot expect to have exclusive rights to our local roads. With appropriate traffic management in place such as speed humps, bike lanes, pedestrian crossings and traffic lights everyone should be able to coexist on Trennery. I believe that widening the footpath and bike lane should solve any safety concerns. Closing Trennery, even one way would cause a lot more traffic to enter Hoddle St creating more chaos in an already overcrowded road with local traffic. It is a main commuter route and we should not be adding local traffic onto it. I believe that there would be a safety issue with closing Trennery as access to emergency service vehicles would be reduced significantly. Closing Trennery would keep 'rat runners'out but also keeps us locals trapped . I have worked in Kew for 20 years and it would significantly increase my daily commute if it was closed. It is not a great solution to the problem.
I personally think its a great idea to trial. As a resident who actually lives on Trenerry Cres, the amount of traffic that uses this thoroughfare to avoid Hoddle Street is amazing, particularly going to and from Clifton Hill. It is not all local traffic. also turning right from Trenerry Cres into Johnson Street is a gamble and near impossible in peak times. I would be very interested to see how this goes. Particularly during this COVID time as the street traffic is marginally less (outside of lockdown).
I'm all for people trying things. Unfortunately I query the consequences of closing trenarry (particularly southbound) for surrounding streets. Given the volume of cars driving through come from Heidelberg Rd to cut through and skip traffic on Hoddle St, closing just Trennary would divert

Attachment 2 - Online survey comments

significant traffic to Roseneath and Noone St. I would suggest alternative solutions 1) consider possible ways to stop non local traffic from entering from Heidelberg Rd (and a sign is probably not a worthy deterrent) 2) convert Trenarry into a narrower section (like a section of chicanes) that requires road users to pass one at a time and give way to each other therefore slowing traffic, reducing the value of the short cut for non locals, and important providing more space for cyclists and pedestrians at the underpass as the current narrow footpath is seriously inadequate. 3) consider installing a pedestrian crossing at noone and gray and Trennary, as currently heavy traffic and a corner that's blind for drivers going northbound up Trennary creates a risk for anyone crossing the road with kids or pets.
I am a local and I use this road to get to work. Closure of Trenerry Crescent will shunt local traffic to Hoddle St which is already congested.
Really enforce speed restrictions. Vehicles speed dangerously through the crescent.
In the future this could be changed to a single lane road where one side of vehicle traffic gives way to the other. The resultant free space could then be used for cyclists. It would calm traffic (admittedly there isnt a lot), maintain the option of vehicle traffic but importantly creates space for a wide bike path to further enhance cycling infrastructure.
That is a great idea! Proposed 8-10yrs ago, I was all for a full closure. As a Landscape Architect I see the potential for this space to be used by local residents of Clifton Hill, Abbotsford and beyond. Landscape Significance This section of Merri Creek where it joins the Yarra and Dights Falls has potential as a destination for recreation within the City of Yarra, a meeting place, not only in the First Nation sense. It has potential as an entrance to Yarra Bend Park and the start of the Merri Creek Corridor. Cycling and Pedestrian pathways This section of the network is poorly organised and unsafe. The pathway along Trenerry Crescent is narrow and unsafe, the vehicular guard rails with the steel posts are concerning when using the path. Signage for the Main Yarra Trail, Merri Creek Trail and Yarra Bend Park could be greatly improved. Having a wide open path of dedicated cycling and pedestrian use will greatly improve the area. Imagine the change of use under the freeway as an entrance to Dights Falls, Public Artwork or a Climbing Wall? Traffic Management Having lived in the eastern precinct of Clifton Hill for the past 15 years I have seen the efforts of council through concerned residents and councilors to calm the traffic. - Speed humps (why sign a 20km/h limit when you can drive over them at 60km/h?) - No turn signage to prevent through traffic avoiding Hoddle St (ignored by many.) - Occasionally police enforce road rules, although a physical deterrent is more consistent. Trenerry Crescent beneath the freeway is heavily used during peak times. The corner of Ramsden and Fenwick St in the mornings is a constant stream of cars driving through our local area to avoid Hoddle St. Cars backed up to the Dight Falls carpark under the freeway section in the evenings Commonly the lights at Heidelberg Rd from Fenwick St, backed up to the roundabout at Spensley St in the evenings. Leading people to seek other routes through the Esplanade & Dwyer St's to access Heidelberg Rd, then performing a somewhat dangerous UTurn at the Collingwood Athletics track entrance. It's busy and constant! Roseneath St at Hoddle St in the evenings, often backed up to Groom St with people passing through our local area. As a resident at times inconvenienced getting to Richmond this way, I think the greatly improved

Attachment 2 - Online survey comments

amenity of the area will out weigh my extra 5-10 minutes down Hoddle St. A local area is for locals and visitors not drive by's.
That spot is really hard to be a pedestrian. Even just removing the metal barriers alongside the road would allow people to pass more readily.
Great move to give more space to cyclists. I do also drive on this road to go to the toy library and avoid Hoddle St, which saves me up to 20minutes! However I think the priority is bike safety. Thanks.
This is the way I travel from Spensley street to visit my dad in mercy Place Abbotsford.. it's unfair and why would you close it,it's a silly idea....
Please direct council efforts to more important initiatives than closing a road that serves a very important linking role between suburbs
I use this road on a daily basis and things would cause significant disruption to myself and many local commuters and move traffic congestion to other main roads
Road closure would be great as the on road bike path is very narrow and unsafe
There are incredible traffic issues on Hoddle street and this is the only way of elevating it. Cyclists are at high risk down this stretch, but closing it to motorists is not the answer.
As a local resident the proposed change will have a major impact. Given this road is for local traffic only what measures have been taken to ensure only local traffic are using this road? I've lived here for 16 years and have never seen this policed or monitored.
Wow Abbotsford Clifton hill and fitzroy are all joined via this road to cut it off means locals have to use main roads
Has council commissioned independent traffic modelling regarding congestion created in the immediate surrounding area as a result of this closure? Please provide these findings and adequate time to examine them before asking questions around closure.
I think closing off Trenerry Cr is a short-sighted proposal. It will force more traffic on to Hoddle St after much money was invested in augmenting its vehicle-carrying capacity. Closing off Trenerry Cr also means residents in the immediate surrounds (ie. the Yarra wards directly impacted) are unjustly shut off from using a convenient ingress and egress route to home. Why doesn't council provide City of Yarra permit to ratepayers ONLY and close down Trenerry Cr to others with a threat of fines for breach of the rules? I think this would be a better proposal.
Don't do it
Honestly, the snarl of traffic on Hoddle Street is so awful, it'd be an absolute nightmare to close this passage (and I feel moderately safe when i cycle the route...). I think without massive improvements to public transit in Melbourne, you'll neither have an acceptable traffic situation nor be in any position to meet any meaningful climate targets – so I'd prefer council used its resources to campaign for more significant changes than make life harder with tinkering like this (even if the idea does give your wealthier residents a self-satisfied glow).
Closing Trenerry Crescent makes the suburb into an island with minimum ways to exit and enter. I am an owner on Noone St. Minimum Exits/entry points puts residents at risk if there is an emergency and would increase congestion on Noone St, Roseneath St, Ramsden St and Hoddle St. Many commuters who are not local to Clifton Hill use Trenerry as a short cut to Abbotsford. This is a far greater problem. The amount of traffic entering Trenerry from Gray St is considerable. Exiting Trenerry onto Noone or Gray St is dangerous. Many commuters do not stop at the stop sign and when I obey the road rule (Stop sign) here I am at risk of having the car behind me hitting my car, on occasion cars honk when I stop. I recommend traffic lights are put in place at the Clifton Hill Trennery exit or at the North end of Gray as a deterrent to non Clifton Hill residents using this area as a short cut and to increase safety. I also propose that the sign on Gray St - which signposts that Gray St is for local traffic only has associated fines instituted as a further deterrent.

Attachment 2 - Online survey comments

I commend the City of Yarra for taking this initiative. As a resident and home owner of yambla street, full closure is beneficial for both safety and resident amenity and will foster improved sense of community. A partial sth bound closure would have little to no benefit. A Partial Nth bound closure however is worthy of consideration. Trenerry/Yambla street is abused with consistently high volumes of northbound cars and trucks using them as a high speed cut through to Heidelberg Rd to avoid what should be the appropriate roads of Johnson and Hoddle or Chandler Hwy. This creates unnecessarily high safety issues for residents attempting to get to and use local parks, schools and other amenities especially where children are concerned with there being numerous black spot streets and intersections due to consistently high volume of fast moving cars & trucks and the inevitable accidents between cars and pedestrians. It also prevents families and children interacting together in the streets corroding the sense of village that Clifton Hill prides itself on, as people have to be constantly worried about the threat of cars/trucks. Furthermore due to high traffic volumes due to the use of Trennary/Yambla residents also experience higher levels of pollution through emissions and noise more in line with main roads. Cars/trucks typically accelerate and brake hard to maintain speed on Yambla generating high emissions and particulate matter into the air/houses with cars constantly striking the speed hump outside 27 yambla St creating additional noise pollution day & night. Finally as a cyclist who rides along Trennery daily I can see greater safety resulting from this change and accordingly greater number of commuting and recreational cyclists of all ages using this road toward dights falls and beyond to the benefit of the community and small businesses also.
I'm I resident in Trenerry Crescent and I would welcome this trial. At peak hour it is difficult to safely cross the road in Trenerry. There is a constant stream of drivers illegally turning left from Johnston St in the afternoon. They ignore the no left turn sign. Previously, I have asked the council to investigate putting a pedestrian crossing at the south end of Trenerry. I was initially contacted a year or two ago but have heard nothing since.
This is a TERRIBLE IDEA and I am TOTALLY OPPOSED to ANY ROAD CLOSURE along Trenerry Crescent. Appalling. I feel very strongly about this. PLEASE DO NOT DO IT. I am a home owner and rate payer in the City of Yarra and this makes my blood BOIL. ALSO I am DISGUSTED at the manner in which you have chosen to EXPLOIT the COVID-19 pandemic for this issue by attempting to frame this proposed closure as being a plan for improving a COVID-19 world, when in fact any closure would just further ruin life as we know it. PLEASE do not do this. PLEASE keep Trenerry Crescent open to vehicular traffic. Thankyou for reading this response and thankyou for all the good work Council does for which I am really grateful. Kind regards, Jane from Clifton Hill
I would hate to see Trenerry Crescent closed. I don't use it as often as I did when my children were younger, but there was a lot of days heading in both directions particularly to go to The Early Learning Centre, and then to piano lessons. We also had a period of swimming lessons in Kew. Now (until it was cancelled) both my children had football training where they would need to go on Trenerrey Crescent. One to Vic park and the other to Kevin Bartlett Oval. It is an important access both in and out of East Clifton Hill for our family and to have to try and move around without it would be awful. I also think any of the families in Abbotsford who have children at Spensley St Primary would find it very hard to get to to and from there if it was closed or partially closed. During this Covid lock down, the path next to the river is really busy, with pedestrians, joggers and bike riders, but I feel this is the path that should be looked at to widen with a possible dedicated bike lane added. I would think that most of the cyclists on this path are not locals, but are riding through and we wouldn't want to encourage them off the bike path and onto the streets of Clifton Hill. Closing the roar now wouldn't give a true indication of how many cars are using the street now either,

Attachment 2 - Online survey comments

so no point in spending money on a temperary measure for something that won't make much difference to the majority of bike traffic on the opposite side of the river under the freeway overpass.
This route is required to access the eastern freeway for Abbotsford resident living north of johnston st, especially when there is no right turn from Johnston st.
Please just leave it alone. There is no issue. Traffic no a problem. It's a vital link for locals to move around. Leave it alone.
Please see email sent. Request: 200720-000071
Would prefer speed humps all the way up Yambla. I am also an avid cyclist and walker..and am pretty happy with the way things are. Would also prefer funds to be put into more needy community areas.
This closure would force me and many others onto the already ridiculous Hoddle Street car park. DO NOT CLOSE THIS ROAD - not even for a trial. Put in more speed humps if you must, make it one of those one way/give way in each direction type roads if you have to, or provide access passes to locals. Certainly an upgrade to the intersection at Noone st would be handy, or even an education piece that those going straight ahead have right of way over those turning right into Gray St off Trenerry (how do some people get their licence?) - and note your spelling mistake of "Gray" in your brochure and this webpage. ;) If the confidence of cyclists is an issue, upgrade the infrastructure with better line markings. It's their choice to ride, not mine. I walk along there daily and never see an issue, except parents letting kids ride on the NO RIDE PATH. Honestly if you don't want to ride on the road, dismount and walk till the path connects again. Utterly mind boggling how people have no common sense. Which local schools does this provide access to? Throw away line I suspect as someone wants this to happen and is making things up. They can walk up and over if they need to cross the fwy without any hassle. I never respond to things like this but this is absolutely ludicrous. Who came up with such a stupid idea? We already have enough restrictions in place at present, we don't need another one. I have no idea how this can be seen as a positive initiative? Funny, I am not an angry person - but I feel very strongly about this. Improve the path for cyclists and walkers/runners if that is the issue, leave the road alone.
Having friends on the south side of the freeway on Trenerry, I know that it is difficult to get out and head north at certain times because the conditions on Johnston Street so I would prefer to keep the link open for local traffic heading north.
There is already an existing alternative - the purpose built bike and pedestrian overpass from Trenerry Cres to Alexandra Pde East. How silly to propose closing a road when this exists
You would find that Trenerry Crescent has a very large afternoon peak volume compared to other time's throughout the day, and preventing these vehicles "rat-running" to head north due to the Hoddle/Johnston intersection will result in a significant increase in volumes west of Hoddle Street along both Johnston St, Wellington St and other connector roads if the northbound lane is closed. I think you'll find that only closing southbound traffic will drastically increase the feasibility of this proposal compared to a full road closure. Southbound closure only will allow for a shared path on the eastern side which can directly link the Main Yarra Trail without having to contend with traffic. Narrowing the northbound lane further (expanding the shared path) could also result in slower speeds.
I won't be able to access the eastern freeway from Johnston Street side at peak time, having no turning lane on Johnston to Hoddle Street at peak time means I can't get onto the freeway
As a firefighter that works out of Richmond who covers this area, this is a terrible idea. At times with maximum traffic on Hoddle st this will add 3-5 minutes to our turnouts for emergencies in this area. What does that mean for residents? A modern build can go from point of ignition to fully involved in 5-7 minutes so a huge amount. Also more often than not in code 0 situations where CPR and defib are required, fireys will be first on scene. 3-5 minutes is life and death for a big pocket of your residents.

Attachment 2 - Online survey comments

There are a million bike and pedestrian paths here and pedestrians and bikes can either go over the bridge at the eastern. 100m away or cross the Dights fall bridge about 100m out of their way the other way. Please think and consult before you do something that could have such massive consequences.
Closing off Trenerry Crescent will adversely affect many residents of Abbotsford and Clifton Hill. It will stop the rat runners, but at a high cost to locals. If you really want to stop or at least slow the rat runners, maybe you should think about actually policing the no left turn at Johnston Street and the stop sign at Trenerry/Noone/Gray Streets. Over 90% of cars exiting Trenerry Crescent race through the stop sign. Making Gray Street one way south or making the block of Yambla between Roseneath and Ramsden one way south would also slow them down. There are alternatives for the cyclists who do not want to use the underpass under the freeway - the overpass or the two bridges over Merri Creek.
- I spend a lot of time in Kew (schools) and Abbotsford (friends). I am concerned about having to use the congested Hoddle Street and Johnston street to get to those suburbs. - I am concerned that this will lead to increased congestion on Noone Streets and Roseneath Streets as everyone will be forced onto these streets. - Trials are good, but why do a trial when we're locked down? The closure may have a minor impact while we're locked down but then a massive adverse impact after the trial is complete and restrictions are removed. - Improving pedestrian/cycle access/safety is a noble objective, but the choice of this stretch of road seems very arbitrary.
I voted 'no' to closing Trenerry Cres under the Eastern Fwy because YCC hasn't explained exactly what the problem is for pedestrians and cyclists at this location, specifically what YCC are wanting to achieve, or what the range of potential solutions might be. This closure would be an imposition for me travelling to work and I don't have a sense of how it would improve the situation. It would be good if YCC did some more research on the issues and communicated that and the potential solutions.
The road is essential to divert busy traffic from Johnston St and Hoddle St heading north.
With the no right turn onto Hoddle St from Johnston St after 4pm heading west, it makes it very difficult for residents of Abbotsford to access the Eastern Freeway without having to do U turns on Hoddle Street.
The closure will make picking up our child from child care an absolute nightmare, the only way we can get there in a reasonable time frame is via Trenerry crescent. This closure is going to hurt the locals more than anyone else. Why don't you push the closure further North where the traffic enters Clifton Hill rather than at the only point where it connects Abbotsford to Clifton Hill.
As a cyclist, motor vehicle(car) driver and a pedestrian, I am coming from all perspectives and I am a strong supporter of a full closure of Trenery Crescent. Trenery Cresent is an alternative road which serves an escape from Hoddle St. which is completely designed and improved for cars and this route can provide exact same thing Trenery Crescent can. With a very narrow two way motor vehicle allowance Trenery Crescent creates a danger for cyclists on bike lane. I walk across Grey St. with a pram and cross Trenery Crescent and visibility on the southbound is impossible, which creates significant danger as there is not even a zebra crossing in this section and cars fly up northbound. Closing Trenery Crescent will reduce the amount of traffic coming from other suburbs, discourage non-locals from cutting through Clifton Hill to avoid Hoddle St and improve the safety for cyclists which is in terrible need - the data shows 1 cyclist dies in every 10 days in Australia caused by accidents on the road. Closure of Trenery Cresent would be a wonderful example to other suburbs to improve their safety for both cyclists and pedestrians. This could also influence more people to ride to work, effectively reducing traffic and public transport use especially when we Victorians facing second wave of Covid-19 pandemic. Not to mention potentially reduce carbon emissions.

Attachment 2 - Online survey comments

I am a proud Yarra citizen and I would like to see my council do the right thing for their people's safety, not their speed to access or avoid main roads which are designed specifically for cars.
This would increase congestion on surrounding roads especially Johnston St. The unfrustructure in the area is already under pressure. Closing this road and an alternate route to accessing the freeway for residents in the area would make things challenging. We are lucky to have wondefful walk tracks in the area and there are multiple entrance points to the walk along the yarra leading to Dwight Falls. Maybe highlighting those entry and exit points would mean people choose alternate routes other than walking along Trenerry.
This proposal should not go ahead in its current form. Any closure of the roads will impact negatively to the residents of Abbotsford (Victoria Park) and Clifton Hill. Widening of the existing footpath should be considered but not by sacrificing the existing road lanes that are used. You could considering a extending the footpath to allow for bicycles by cantilevering over the river. Widening the existing dights falls bridge would be a better allocation of resources as well.
Excellent idea to experiment with a solution to the issues in the area. I use northbound access to Clifton Hill via Trenerry Crs quite a lot, so not keen to have to go via Hoddle St, but happy to drive around in the southbound direction.
Opt 1. I use bike path for 20 years riding to/from work 5 days/week. Also Pedestrian Weekends. 35 year Resident. Occasionally I drive 2 work thru/underpass. Clifton Hill residents should not be disadvantaged due 2 outsider rat runs. You need to come up with a better solution that protects local residents. Foot bike path obviously needs widening. This seems 2 b a cheap cop out option. Create tunnel for path east. Widen Footpaths Both Sides. Enforce restricted cars 2 nonresidents.
I use my bike more frequently than i drive, i often find myself cycling by the path next to the road and have no problems with it. Any problems I may have would be FAR outweighed by the convenience of Trennery Cres for locals who drive.
Could you look into providing a trial of a signalised contraflow system? That way the extra path space can be preserved along with allowing bi-directional motor vehicle access. Other areas need to be carefully examined and options explored for providing wide paths along all routes - at least 3m clear width at all times, as there would be for all trafficable road vehicle routes
We use this for taking our son for footy training in peak hours times at Vic Park - do not want closure at all
While I agree the projects aims, your last dot point (...Climate Emergency Plan...) appears tobe completely unrelated. If anything, the diversion of vehicles onto major roads would increase waiting and thus idling times at adjoining intersections, thereby increasing exhaust emissions.
Option C should be close northbound as everyone uses it as a rat race evening rush hour
I regularly travel on this strip of road as both my children live in the South, one in Richmond and the other in Malvern and this is the easiest and most direct route. I am retired and in the most at risk age group. Twice in the last couple of years I have needed to be taken to Epworth emergency and this is the most direct route to pick me up here and take me there. If this route was shut off it would be difficult and unsafe for all emergency vehicles to get through into Clifton Hill East or to Abbotsford: ambulance, fire, SES, police-and others when needed. There is already a bridge over the freeway between this turn off and Hoddle Street that can be used by both walkers and walked bikes. Some residents need to use their cars as they are necessary for transport and they do not ride bikes and it is too far to walk to get to the Collingwood library and the community room to the Town Hall and to Victoria Gardens or from Abbotsford. Many of us do not want to use the trains to get through in the present circumstances because of fear of infection and also because the stations are not near their destination at the best of times.
-vital link from Johnston st to clifton hill to Heidelberg, can't turn right coming from Kew

Attachment 2 - Online survey comments

As a pedestrian, cyclist and driver - I honestly see no reason to close Trenerry Cresent apart from causing extra traffice congestion and forcing drivers to take other routes. I can walk amd cycle safely under the current government mandates and COVID-19 requirements. I would be sincerly interested in the the real reason behind this 'idea'.
There are many better ways to address concerns with the environment than disrupting local commuters by closing this road
Please do not close off this road as I need it to get to and from work without having to go onto Hoddle street
I do NOT support the proposed closure of Trennery Cresent. I have been a resident of the East Clifton Hill area for well over 20 years. Like many others in this area I need to access Abbotsford, Richmond and Kew on a fairly regular basis for both essential shopping and to maintain important social connections. Trennery Cresent enables quick, efficient access to those areas for local residents. The proposed closure will mean longer journeys, via already congested main roads, using more fuel and creating even more polution. How will this help address the climate emergency? Not everyone is able to walk or cycle everywhere. Some of us are older and/or have health issues that mean we are reliant on a car for mobility. Making it more difficult for us to get around will further increase the sense of social isolation in this already difficult time. This can only have a negative impact on the wellbeing and mental health of people who are struggling to maintain what level of activity and social contact they can under the existing restrictions. What consideration has been given to the needs of people in this situation? I am also concerned that any temporary closure will, in fact, turn out to be permament as vocal opponents of free movement around Yarra lobby council to prevent re-opening. This will further the trend for some parts of Yarra to fragment into self contained 'silos' increasingly resistant to outsiders (especially the older, less physically able, less wealthy) entering or even passing through 'their' territory. Is this really the future we want for Yarra? I ask you to reconsider and drop this plan.
What is the potential long term plan?
Its about time this was managed - the sign at the intersection of Trenerry & Johnson St is a white elephant- motorists east bound continue to ignore the “no left turn between 4-6.30pm” causing traffic backing up in both directions, Lets shut it down & cycle in a peaceful safe environment.
The original (unconsulted) proposal, to close Trenenry Cres for improved access to bikes was under the deceptive guise of addressing COVID. This complete red herring was voted down by council yet it continues to rear its head and proponent will not accept the decision. 1) Trenerry Cres allows flow through of Yarra resident drivers, avoiding further congestion on Punt Road. It also enable people to access the Yarra Recycling Centre 2) Its a road first & foremost. 3) There is the Alexander Parade foot bridge that can be used by cyclist - maybe suggest improving that and making it more bike friendly 4) I ride along that area about 1 per week & it is not unsafe. Maybe its the cyclists who are unsafe 5) There are already pedestrain paths: Suggest build a ike path extening out on to Merri creek
Isn’t justified or necessary. Low volumes of traffic (ped, cycling and cars). Surely you should have higher priorities to focus on
An excellent idea and well worth a three month trial Thank you!
Long overdue. Direct hoons away from residential streets while providing essential space for safe distancing during pandemic and supporting better transport options in the future.

Attachment 2 - Online survey comments

Looking forward to less traffic through Trenerry Cres. Prior to COVID there were way too many cars travelling this route, it felt like a highway, even with the speed bumps
I drive up and down Trennery daily for work. Closure of it would be incredibly inconvenient.
I live in Trenerry Crescent. Every week I visit an elderly cousin in care in Forest Hill and regularly pick up grandchildren after school in Croydon. So use Trenerry and Noone St to access Freeway all the time. . Also usually use that route to go to Carlton Brunswick etc as, being older, I avoid right hand turns into Johnson St. Of course would prefer less peak hour traffic in Trenerry but am against full closure. (If full closure was tried we would need traffic lights into Johnson St at either Trenerry, Rich or Lulie St to let us out of this area safely.)
I am a Yarra Council neighbour and have a child at Clifton Hill Primary. Access from Johnston St end of Trennery Crescent into Clifton Hill is an essential route for me when collecting one child from high school in Hawthorn and my son at Clifton Hill Primary. It would add substantial travel time if I was to go to Hoddle Street and I would not be able to meet my son at the designated pick-up time for staggered school times without this road being open. Additionally, as a bike rider, I am aware of many routes to take that are safe for myself and my children and don't see this as being an action supportive of shared roadways for all. have not found a bottleneck
Closing this road would make travel for locals exceptionally hard. Turning right onto Johnson st is very time consuming and is avoided at all costs. You are also unable to turn right onto Hoddle during peak hour so this would make communing north or to the freeway an extra long commute during peak hour. I actually don't even see many bike riders on this road anyway as they use the bike path along the river to commute. This would be a massive inconvenience for little if any benefit. Bikes have two pathways (one on road and one along the river to commute) how is this not enough and locals drivers have to suffer. If you still think you need to colors the roads then at least leave it open to local traffic.
I believe this is a case of the few we'll organised minority driving a change that The rest of us who work and are time port struggle to invest the time in. This seems to be I'll considered , a short term soln rather that investing in a long term one. Bike could be directed to the freeway over pass, make it exclusive , leaving the foot path under the freeway fir foot traffic. We have young kids and the ability to drive to the car park at Dights falls is great. Lots more , time pour but passionately object
We are not in favour of the proposal and feel strongly it's completely unnecessary to use the established road space for bike and pedestrians only. As residents of Trenerry Cres we frequently use the road in our vehicles and see no valid reason why it shouldn't continue as is. Bikes and pedestrians are able to continue to use. C'mon there are surely far, far more meaningful and impactful things you could be putting your focus, resources and dollars to
I have worked in City of Yarra for the past 6 years and lived Trenerry Crescent for 4 for those years. I use this underpass every single day to carry out my work duties. I'm a full time dog walker, so spend a large portion of my days driving to & from clients homes. Taking away this underpass causes a massive headache for me. As you're aware, there are no other side streets to cross from Clifton Hill to Abbotsford, the only other option is to battle Hoddle Street. This means nasty right hand turns out of Trenerry to Johnston, waiting at the Hoddle/Johnston lights FOREVER to turn right (assuming it's before 4pm!!) and then either dealing with a no right turn arrow at Roseneath Street, or the ridiculous timing of the lights to get across the train tracks at Ramsden Street. We don't need less traffic infrastructure, we need MORE. Pedestrians & cyclists have the option of following the Main Yarra Trail between Dights Falls and Roseneath Street. If they are concerned for their safety when using the short stretch of underpass road, they already have an alternative route which adds little to their time. Otherwise, widen the exisiting footpath that runs beside the underpass. Do not get rid of the only vehicle connection between these two suburbs. It's not just the residents who are affected -

Attachment 2 - Online survey comments

tradespeople like myself, couriers, emergency vehicles to name just a few. I would also like to add that during my 6 years using the Trenerry underpass every single day, I have not once seen a car hooning or driving dangerously along that stretch of road.
The ability to actually get out of the block south of the eastern is impossible in peak hour. If you were to close in both directions then you would need to provide traffic lights at either Lulu st or trennary St in order for residents to be able to exit at these times.
There are bike paths and footpaths for pedestrians and cyclists, I do not see the need for this closure. I visit my mother in Kew and would need to drive out to Hoddle Street if this closure happened. Why do locals need to be forced out to this major arterial?
If this section of Trenerry was to be closed in both directions, traffic lights would be needed at either Lulie St or Trenerry Cres and Johnson St to allow vehicles to turn right into Johnson to access Clifton Hill via Hoddle St.
Do not close this route, rather enforce turning rules etc to stop it being a rat run, but it is an important connection by car for local residences. Do not punish locals for traffic caused by people passing the intersection of Johnston and Hoddle, coming from outside of Yarra. If you are worried about speed of cars etc, make it slower, speed humps, chicanes anything but stopping and penalising locals!
We live on Trenerry Cres. There is no other way to drive north as Johnston St is closed for right turns into Hoddle. During the morning peak hour, turning right on to Johnston from Trenerry is extremely difficult because there are no lights. On the few time's we drive in peak hour, we do not even attempt this turn. Closing Trenerry Cres at Clifton Hill. would make it extremely difficult to get out of Trenerry Cres. There are a number of bike options (bike lane , albeit narrow in one section, footpath and bike path along the Yarra). These options do not exist for residents of Trenerry Cres wanting you leave Trenerry Cres by car. We would support widening the footpath or bike lane. A better trial would be to widen the pathway, and allow two way traffic but make one way (going south) give way to traduce going north. This may stop those 'rat running' and allow more room for bikes. It may not work, hence the trial. Further, the Council information does not adequately justify the closure of Trenerry and appears to use the current pandemic as a reason for closure. This is not justification and appears opportunistic and disrespectful of local residents.
Please don't do this. We drive on this road daily from Clifton Hill to get to education and workplaces in Abbotsford and Richmond. Getting onto Hoddle. street and then down Hoddle street will add significant time. Do not underestimate this. If anything work on solving the issue of people cutting through Clifton Hill from Heidelberg road. Thanks
This is very poorly thought out idea that should be squashed given it gives no consideration to the residents of Clifton Hill and Abbotsford that need to keep these communities connected. There is no need for this. Bikes can use many other routes.
It is a public road and should be used by drivers who pay for it. Please don't close the road to motor vehicles.
I have ridden this stretch of road more than 500 times according to Strava and it has never presented a significant issue, with a clearly marked bike lane on both sides. It would seem low priority for cycling infrastructure. Separate subject, the recent change of the inner circle trail at Scotchmer st to provide preference to trail users over road users has increased danger. I have had several near misses with cars failing to give way, despite slowing significantly to cross the intersection.
No closure
It's time to give some space back to active transport modes

Attachment 2 - Online survey comments

I am disgusted at the way the council is handling this , People / groups outside Clifton Hill was aware of this survey and Clifton Hill residents had not been notified . Says a lot about some of our elected representatives. Trenerry Crescent is vital for Clifton Hill residents. It's amazing when there is local elections we all know about it.
Great idea, It's terrible for cyclists at the moment. Needs to cater for both pedestrians as well...
While I appreciate it is a convenient and somewhat important vehicle route, the ped and cycle facilities are definitely insufficient. I support prioritising improvement for pecs and cycles as first priority. If some limited vehicle movement can still be accommodated after catering for peds and cycles, then that is an added bonus.
Due COVID-19? Really? What on earth is the linkage between closing a road and the pandemic? If it didn't sound so stupid, I'd say you're really clutching at straws here. No one likes traffic, but dumping it onto Johnson/Hoddle just jams up Johnston even more than it is at peak hour now. And would seriously add travel time, inconvenience and pollution. It's a silly proposition that a small group of residents have been clamouring for for years. At the expense of perhaps a 1000 people or more. And It's only busy at peak hours anyway. Let it go. I doubt vicroads would let you do it anyway - Let. It. Go.
To whom it may concern, I am a local resident of Clifton Hill (Roseneath Street). Trenerry Crescent is the only way that I am able to efficiently commute to my place of work, grocery stores and gym without having to enter the major roads that border on two sides: Hoddle St and the Eastern Freeway. During peak hour times the traffic on Hoddle Street is at a stand still and redirecting local traffic to this route is further adding to this heavily congested road. I drive via Trenerry Crescent multiple times each day and have never experienced a high volume of cyclists. The 40km/per hour speed limit and speed bumps are extremely effective in ensuring this is a safe road for commuters. The Crescent is an essential local thoroughfare – without it, we are completely redirected through Collingwood should we require access to the Eastern and South Eastern suburbs. Given there is no right turn from Johnston Street onto Hoddle Street during peak times, the closure of Trenerry Crescent would force drivers to follow Johnson Street into Collingwood before doubling back via Wellington Street. This is an unreasonable expectation and essentially adds to the already congested traffic on these inner city roads. We do not need to stop the cars – on my daily exercise I observe cyclists and pedestrians considerately sharing the adjacent path. It is a simple act to stand to the side should a less confident cyclist need to pass by. Most cyclist I observe on this route feel comfortable to use the road. Instead of forcing a closure, perhaps new signage can be considered to direct cyclists to use the road. It is a common sense issue and the majority of people using this path are courteous toward one another. I am strongly against a closure trial. Please begin consulting with the local community and putting our rates and council funds towards an upgrade of our existing pedestrian and cycling amenities. Many of our current paths are in desperate need of resurfacing.
I will not select preference order other than closure - I am a local resident that uses this road daily for the purposes of getting my children to and from school. Pushing me out into Hoddle street and adding a further 40 minutes per day to my time in the car (increasing my emissions) will impact the quality of my life. I pay rates here and am a local resident, paying a premium in house prices and rates to live in the inner city and NOT have to spend hours a week on major roads commuting and taking my children to school. There has not been sufficient consultation on the impact to family life for residents,
Please please do not close this road. I work in Hawthorn and it's the only viable way I get to work, without going into Hoddle St and adding to the heavy congestion already on that road. We and our surrounding residents use this road daily, and to lose it would significantly impact our amenity. My partner is a cyclist and uses Trennery in its current form with no issues.

Attachment 2 - Online survey comments

The people living in the inner North rely on this road, as the option of travelling on Johnstone Street/Hoddle Street is too busy and adds much too much time to the daily commute. It shouldn't take an hour to travel 8kms to and from work, which is what would happen with the proposed closure. I am also insulted about the excuse of social distancing. I am a health care worker and have to worry about this matter every day while I am face to face with patients. That is a social distancing worry, not cyclists and pedestrians who are near each other for a total of one second. I feel there are already too many concessions made for cyclists in this city, and this one is going too far.
I am a resident on the East side of Clifton Hill, right near the top of the Trennery Cresc hill off Noone St and use Trennery Cresc to gain access to Abbotsford, Richmond and Kew regularly. I would like to see more strategies for stopping through traffic by non residents. If Trennery is closed I have no other option but to travel onto Hoddle Street and go around.
This is a vital link for many people.
This is a fantastic idea to give some space back to active travelers and keep people safe! I would love to see this be more than a trial and would absolutely support a permanent closure here. Brilliant idea!
I use trenerry crescent 6 days a week to commute to work and back. To close it would leave me to spend more time on the roads than necessary.
Trenerry allows me to avoid Hoddle St where there are alot of cars and alot of idiot drivers.
This is good access to Yarra council recycling centre from Abbotsford without having to go out into Hoddle St. We should not as locals have to use Hoddle St then Clifton Hill residential streets for access to council services
This is terrible, ill-conceived idea. There are so many things wrong with the idea. The road exists for cars. There is a footpath for pedestrians. The marked cycle lanes are dangerous but there is an overpass over the freeway that cyclists such as myself can use in complete safety. There is also also an alternative route along the other side of Merri Creek. Why didn't anyone ask the locals if we wanted such a closure? And if it isn't for locals who is this for?
As a user of the Trenerry underpass in all 3 modes, car, bicycle and walking I find this proposal laughable. There are already bike lanes and a walking path on the Trenerry side of the river and in addition to that there is an alternative path on the other side of the river with bridges not far apart. Please find projects that are actually a valuable use of our resources rather than this "warm and fuzzy" idea that just isn't common sense at all.
This is a brilliant idea! as a cyclist this would make it so much safer to get past the eastern freeway, the bike path is very congested and narrow on the east side of the creek, there is a bit of a blind corner as you approach from the north down the hill. So it would make it so much safer for pedestrians and avoid pedestrian and bike conflict. There are more major roads that cars could use and this is helping to remove rat running and make our streets safer for pedestrians and cyclists - well done! As a person in the north commuting by bike to the city (when we are allowed back at work again) this would provide a whole new option - so many thanks - I hope you get the votes!
I live directly in the pocket (on Abbott St) that this will affect. I used this route to go up to Clifton Hill, and also for my daily commute to and from work. If this is closed off, this will add at least 30 minutes each way extra to and from work for me. This is absolutely absurd and I really don't understand how that section needs to be used as a green space for residents. There is the Yarra River, Victoria Park etc within meters of this proposed closure site. By closing this section of Trenerry Cres, this will push more and more traffic onto the main arterials (Johnston, Hoddle etc) that are already extremely congested during peak times. This will also put local residents onto these direct routes as well. Having this section of road blocked off will make my commute to work ridiculously long. It will also mean I will likely stop going into Clifton Hill and supporting local businesses as frequently as I do, as it will become quite a hassle to get up there compared to my current commute, which is turn left out of Abbott St and go up Trenerry to access Clifton Hill. This closure does not make any sense to me as a long term resident, and I really think that the residents this will have a direct impact on have been

Attachment 2 - Online survey comments

thought about during this proposed closure. I do not have the option to use public transport to get to work so require my car. If the trial goes ahead, I think it would be ridiculous to implement this during the lockdown period/current pandemic as there really are not many cars using this route at present. I am extremely against the closure of Trenerry Cres, and I think the residents this directly impacts need to be considered in such a move. Considering at certain peak times you cannot use Johnston St to turn into Hoddle St to go up towards Clifton Hill this also poses an issue, as the current P turns from Hoddle to access Johnston have done nothing more than create more congestion than was already there. This will also make it more of a hassle than it needs to be to access the Eastern Fwy outbound. I will not be impressed if my morning commute work goes from 30-45 mins to closer to 1.5+ hours due to these closures, and the same can be said for my commute home.
As a Clifton Hill resident being forced to use Hoddle Street rather than being able to access the immediate neighbouring suburbs will be a nightmare. If you want to reduce congestion, reduce the huge number of careless and dangerous bike users who have no respect for speed limits or for shared paths/roads.
Anything to produce a quieter, more pedestrian focused area of the river system network is a good idea.
Have you thought of half-closing the North bound lane, along with traffic lights at Ternerry/Johnston St to enforce the no left turn from Johnston St? That would reduce all of the cut-through traffic from Hoddle St to Heidelberg Rd in the evenings.
1. Despite my vote above I do not believe the council has the legal right to close a street. 2. I can't believe you include an option for allowing Northbound traffic because that is where the rat run goes!!! Do you not know this? 3. The council needs to resolve this major problem asap. My family has endured huge traffic flow directly to our house for too many years.
I strongly object to any closure of Trenerry Cres. because: - closure will mean that access to where I live from the south will be a right hand turn from Hoddle St into Roseneath St which is already an extremely dangerous intersection. This is a major concern as there have already been numerous accidents over the years at the intersection and I already find it unsafe, - travel towards Richmond or Kew means that I must travel on Hoddle St, already identified as one of the busiest roads in Melbourne, - traffic already banks up significantly at certain times of the day at the Roseneath/Hoddle St intersection. This will make the situation significantly worse, - I regularly walk and ride my bike near Trenerry Cres. and have no issues with the intersection at Grey St or access to the walking/bike paths, - high density housing has increased significantly in recent years which has increased traffic entering and leaving the area, - there only four meaningful access roads into the area at the moment (this includes Ramsden St which is problematic due to the railway crossing). This proposal will reduce it to only three, a ridiculous situation, - there are numerous easy access points to the walking/bike paths. People are certainly not forced to use Trenerry Crescent. Once again I would like to reiterate that I feel this is a totally ridiculous proposal and I don't see any worthwhile arguments for it.
I use trenerry crescent to regularly travel to Richmond plaza to do my weekly shopping and to reach other places in Collingwood and Richmond. This would create a lot of inconvenience in my life. I do not support this closure.
I live in Roseneath St. and know that it is a rat run during peak hour. I do use the underpass quite frequently, but I think the inconvenience of not having it available is far out-weighed by the positive

Attachment 2 - Online survey comments

effects of reducing traffic on my street as well as providing a better environment for both pedestrians and cyclists in Trenerry Crescent.
This is a great initiative that will hopefully reduce traffic through Clifton Hill and make walking in their own neighbourhood safer for children. I have grave concerns about my kids crossing at the corner of Roseneath and Gray, and crossing Roseneath in general
Opening this street to people and closing it to speeding cars is a fantastic idea and should be considered even without the pandemic conditions. It's a huge rat run with lots of speeding and poor behaviour from drivers and would significantly reduce traffic in the entire Clifton Hill area by diverting this traffic onto arterial roads where they belong. It would also make it much safer for me to travel by bike through here. The alternative routes are either overcrowded (Yarra Trail), too narrow (the footbridge, also has 90 degree angles), don't connect to anything (Hoddle Street shared path) or are too far away to be practical (Wellington St or Yarra Boulevard). Making this a safe cycling route would be a game changer - at the moment the bike lanes are very dangerous, lots of speeding cars who totally ignore the markings and seriously threaten the safety of riders.
Great idea, considering low traffic use I believe half closure would allow necessary traffic to move through and access to dights falls car park from Clifton hill side without doing a big loop via Johnston and Hoddle St. Still provide enough safe space for pedestrians and cyclists without too much impact to traffic (unfortunately often very important). Would love to see more done on select busy roads too in the Yarra area to facilitate safer cycling. Coming out of lockdown will be a key period to catalyse a broader change in travel behaviour for Yarra residents and beyond who move through Yarra to get to work destinations in the city. Difficult to see how the current amount of action in terms of providing additional cycling/walking capacity will manage expected increases in vehicular traffic particularly for vehicles coming from Eastern suburbs and passing through Yarra area (Hoddle St, Wellington St, Nicholson St). As with all social and behavioural aspects there is an important time-bound element and window of opportunity to create change, positive messaging about the benefits and bold leadership required to produce better, safer and more equitable transport outcomes in the long run!
What a great idea - closing the road to care and letting bikes and runners and walkers use it! More of this in places please - how about a car-free Boulie?
Anything that makes bike riding safer is a win for me, the other end of Trenary is a nightmare for me every day that I pass it, cars pull out on me.
Frequently cycle this route - road is very dangerous for cyclists in its current form
Yes! This is a great idea. The path there also needs to be widened more generally, it's currently struggling to cope with all the foot traffic and cyclists and other users.
Policy shouldn't be a popularity contest, it should be based on evidence. On this page Council should inform residents of the problems of increasing congestion and climate change, and that this location is part of a strategic cycling corridor.
It's absurd the council is even considering this.
If you are interested in cyclist safety, remove the bike lanes under the freeway. There are many other bike track and bike lane options available to cyclists. Any vehicle closure (part or full) to Trenerry Crescent will further inconvenient local residents by increasing travel time This has been the case since the left turn restrictions from Johnson Street were introduced. If that introduction was meant to reduce the 'rat run' traffic it has not worked.
I think this is a great idea, would be good to improve the bike path width and visibility when coming over the bridge towards the city and turning right towards Trenerry crescent before then turning left onto the road. Can get hard with pedestrians and cyclists heading towards the boathouse when you want to go right.

Attachment 2 - Online survey comments

Yarra City Council is blessed with a incredibly green area is rich in walking : cycling options including the Main Yarra Trail , Victoria Park, Quarries Park, Edinburgh Gardens, Darling Gardens and it is vitally important for me as a longtime resident of this area to have vehicle access to my home via Trenerry Crescent given the traffic management issues of Hoddle Street. I am vehemently opposed to this closure .
This survey is basically flawed and biased towards cyclists' interests. Closing roads without providing alternatives is a bad policy. Options B and C will only force local vehicular traffic onto Hoddle Street. There should be an option to construct a wider footpath on the east side to accommodate bikes and pedestrians. For pedestrian safety it should NOT a shared path. We often use this route as locals to Clifton Hill.
I use this space as a walker, almost daily, and as a driver about once a week on average, and I see no good reason amongst those provided for causing such a disruption to this area. I suspect that the real reason some will push for this is to stop the evening and morning 'rat run' of drivers who use it as a shortcut between Johnston St and Heidelberg Rd. Whilst this practice is at times annoying, Trenerry Crescent is one of the few ways out of Clifton Hill East when heading south, if one is to avoid the overcrowded Hoddle St.
This is the main road I use to get to work - I am opposed to the road closure as I feel like there is enough space for people and it is only a short strip of road that is restricted
My partner and I use this route to get to work in Abbotsford. It's the only connection between Abbotsford and Clifton Hill without having to go all the way around to Hoddle which adds unnecessary congestion on an arterial road we can easily avoid. Please do not close this road without providing another connection.
As long as the area is made safe for kids to use it safely, that will suit all users and keep large vehicle traffic out of the way , so no conflicts occur.
Rates have increased during a time of a depression. Many of us are now unemployed. How about spending our communities money on worth while projects ? Clean up the Merri creek area that sits in the Yarra Council zone & then clean up stream. Put in electric car charging stations. Install hand sanitiser stations outside of the train stations & in the busy commercial streets. Supply the public housing tenants with reusable masks.... Please dont spent a cent on closing Trenery Cresnt. Reduce the rates to reflect the significant fall in housing values.
Hoddle street is too busy, congested. Closure is not necessarily helping anyone.
Making the road one way for vehicles makes sense. Therefore opening up the current pavement bike lane and moving the barrier into the road. Currently there is not enough room for both bikes and walkers on the pavement going uphill.
Also why is Gipps Rd bridge closure taking so long with no end date it's a small bridge that allows you to go from Yarra bend to Abbotsford Seriously it should be completed by now
Would love to see some access improvements along the trail too. It's impossible to take kids down the steps at Gipps street, leaving the only option to take them on the road
I would prefer no closure. While I'm a regular bike rider, this route just duplicates the Main Yarra Trail, which is a much more pleasant route. The closure also takes away one of the only road alternatives that bypasses Hoddle Street and the interchange with the Eastern Freeway that connects Clifton Hill with Richmond and eastern suburbs like Kew and Camberwell. The State Government has decreed that we should be working from home, schooling from home and avoiding crowds, so I'm not

Attachment 2 - Online survey comments

sure what problem you are trying to address here? There is not a great deal of people on the streets at the moment, plus it's the middle of winter.
I'd rather Department of Justice/VicPol be lobbied for a fixed speed camera down there than ban car traffic altogether. I don't have a problem with traffic coming and going to/from Abbotsford. My concerns really lie with how fast and dangerously people drive down that road. There are other alternatives to explore before closing the road altogether.
Please don't
As a resident of East Clifton Hill, driving access along Trenerry Crescent is critical to my movements. This route is used by local residents to get to their homes and is much friendlier on the environment than emitting fumes while waiting in traffic on Hoddle St. I will be very disappointed if Hoddle St becomes the only way to get home from Abbotsford. Cyclists and pedestrians are not the only rate-payers and there are plenty of bicycle paths. It also enables my 73-year old mother to visit me from the East. She prefers not to drive on the (Eastern) freeway due to the higher speed limit. Perhaps you could lower the speed limit or introduce further speed bumps to deter those who don't live in the area but use it as a thoroughfare during peak hour.
I am a resident of Roseneath St, a very regular cyclist and a motorist who uses this road almost daily. I have voted for no closure (maybe I have forgotten what normal peak hour is like when on a cycle :/) but if there is a closure I favour option 3. As a motorist I would like at the very least to be able to "return home" from the south without the need for at least two right hand turns, one on to Hoddle St and one to turn off Hoddle St. There is no other way in to this area from the south, traveling north.
I live on field at and use trenery crescent to get to and from work every day. If this was closed it would add so much extra travel time to my day as I would have to go out onto Hoddle street and then get on to Johnston street from there. Please don't close it!
This is the most stupid idea I've heard forcing people who live here in this area to use huddle street is a joke providing for people who ride bikes from 50 km away who live nowhere near here how about looking after the people who live in this area it's a stupid idea
The closure of the road would negatively impact traffic immensely in the surrounding area. Closing the south bound traffic lane would force all vehicles onto Hoddle St. which is already a slow moving car park during peak hour.
This proposal is lunacy. I have lived in Clifton Hill/Fairfield/Ivanhoe all my life. Widen the walkway/bike lane don't close the road. Or ban foot/bike traffic.
The footpath isn't any sort of reasonable standard and needs widening. Cyclists deserve to ride without being menaced by drivers (which happens)
If you could close the road Monday to Friday this would be great for residents. The issue is that people use Roseneath and Trennery crescent as a shortcut to avoid Hoddle. They go so fast and cause so much congestion it's so dangerous. Particularly because all the parking along Roseneath is 45 degree angle parking so you have to reverse out into oncoming traffic and a bike lane. It's amazing a serious accident hasn't happened already but it is just a matter of time.
Thank you for adapting to the current situation. Hopefully this will lead to a long-term shift towards more safe active transport options!
I know there a few rusted-on whiners who've been complaining about congestion on Trenerry Cresc. for years. While it's admittedly unpleasant, it only occurs for the 2 peak periods each day, and is hardly busy at any other time. What has really got me laughing, and in fact has me riled too is your attempt to link this closure with COVID-19. No rationale provided - or what's there is irrelevant. Seriously, was someone paid to come up with this? It really made you sound ridiculous, and is probably the most absurd argument for a road closure I've ever seen. This Trenerry road closure hobby-horse of a few people's has surely run its course. The closure would

Attachment 2 - Online survey comments

inconvenience thousands of people, and Vic Roads will never agree to it in any case. Stop wasting ratepayer money on its promotion. If you really want to do something about unreasonable congestion, advocate that the state and federal governments fix the problem at source: stop jamming more and more people into Melbourne via our Ponzi immigration scheme (highest in the OECD).
I believe there are better solutions for all Reasons listed. Especially that of an environmental factor. Also timing. While the closing of Trenerry right now, may be looked at like a great option, what will happen in 12months time, when traffic rises again? It may take and addition 30mins to get onto Johnston St - Trenerry with out the option of the underpass.
This closure would cause a lot of inconvenience for the local residents. It would essentially cut us off from Collingwood and Richmond. I do not support this idea.
This road is a death trap. Bike lanes have been squeezed in, not enough room for cars and bike. I avoid riding on this road because of so many near misses. It's also impossible to drive in without crossing into the bike lane on many sections.
Closing the road entirely will eliminate the dangerous 'rat-run' route for drivers. It will create a safe space for cyclists and pedestrians in the area.
I am strongly opposed to this closure as I use Trenerry Crescent constantly to drive from my home in Clifton Hill, under the freeway and then to Kew and places beyond. Closing the crescent would greatly add to my travelling time. Bike riders already have dedicated bike paths that they can use to ride under the freeway and do not need to use the Trenerry crescent underpass, and most of them already do this - it is a pleasant ride. The supposed safety benefits of the proposal are negated by the encouragement bicyclists would have to use the unclosed sections of Trenerry Crescent and Grey street instead of bicycle paths. The proposal would discriminate against car drivers, including elderly people like myself unable to ride bicycles. It has been rejected by residents at least three times in the 30 years I have lived in Clifton Hill.
I am a cyclist, resident, and motorist. I do not feel the closure of trennery crescent to vehicles is suitable or beneficial to the area. As both a resident and a motorist I use that road every day in both directions. It is invaluable in allowing smooth traffic flow to shops and access to the outbound freeway on ramp. As an avid cyclist, both road and mountain bike, i have no issue with the road being shared use. I have never felt endangered by the car traffic that uses it, or felt it excessive. I use trennery crescent most days when riding to/from yarra boulevard and the surrounding cycle paths. I work in construction and in fact worked on the hoddle street revamp, which saw the removal of right turn from Johnston st, replaced with the p turn for local traffic heading out bound on the eastern freeway. In removing car access on trenerry crescent any traffic south of the free way will be diverted along Johnston street and through the p turn intersection, or back towards Kew junction and the Chandler highway on ramp. This can be considered a major diversion for local traffic and seriously impact the livability of the area.
We live in the area adjacent Quarrie Park, and walk frequently around the area including down along Merri Creek and along the Yarra. We are spoilt for park land space and walking and cycling trails in this area - its probably the best that Melbourne has to offer and it can feel like you are in the country. We also rely on this road to provide connectivity between Clifton Hill, and Abbotsford and Richmond. We shop in Abotsford and our kids child care and school are in Abbotsford. If you close this you isolate Clifton Hill and restrict it to major road access only, removing the intra-suburb connectivity that this road provides. If you are genuinely concerned on providing improved bike access, the key pinch point I have observed is where Trenerry Cr passes under the Freeway, and this could be provided by either widening the road or extending the expanding the existing footpath including introduction of a boardwalk. It needs to be noted that there are two other bike paths close by, yet this is the only road

Attachment 2 - Online survey comments

access providing connectivity between the suburbs. If this is removed we'd be less inclined to utilise Abbotsford shopping strips. If traffic is a problem, I'd suggest limiting traffic accessing Clifton Hill by stopping left hand turn from Heidelberg Road. This is a problem elsewhere in Clifton Hill, and would also reduce traffic along Trenerry Crescent without penalising those who live in the area.
I strongly oppose this option as a pedestrian, cyclist and driver. Living in Clifton Hill on Noone st, I frequently use Trenerry Crescent for local commutes, avoiding general traffic moving in and out if the city. Understandably, space is limited through the underpass, but a complete or even partial closure of Trenerry will force locals in the area into already congested arterials for their day to day lives. If viable I'd much prefer to see a widening of the Northbound side with a dedicated bike lane/removal of the armco railing southbound and replaced with cabling or a less protruding style of barrier into the footpath
During these difficult times we need to prioritise people and not cars
I would like Trenerry Crescent to remain open. It's an important arterial access route to my home.
Please do not close Trenerry Crescent. I live right by it and use it frequently.
Excellent proposal ! This whole area should be bike & people only to consolidate the Parkland.I know Council has traffic records. If half closure is undertaken the greater rat running volume of traffic should be prevented.
I would love to be able to walk/ride here more safely
We live in Abbot street and use this road daily for access to our home. At the absolute minimum the road should remain open for local traffic. We walk and bike ride as well - there are many options for bike riders in the area without closing road
This road is so convenient for Abbotsford and Clifton Hill because you can stay off Hoddle St. Also there are existing bike paths (Main Yarra and Merri Creek) to get from Abbotsford to Clifton Hill. Riders can avoid Trenerry Cres
This will negatively impact the residents of Vic Park (bound by Yarra River, Eastern Freeway, the train line and Johnson St). We have limited options for access to our homes. Johnson St is increasingly difficult to turn into from Trenery / Lulie St.
I am a cyclist & run here almost daily but I am entirely against this proposal. There are a million great things that could be done for non-car access and safety in this city and this isn't one of them. There is a track within 20m!This makes no sense
I cycle the road from Dights Falls to Merri Creek, and it can be treacherous on the bend heading North. During peak hour, turning from the road into the Dights Fall park entry can be dangerous, and hold up northbound traffic, waiting for a break.
Also, the no turn left into Trenerry Cescent from Johnston Street is never policed and I have nearly been hit a number of times. The closure to cars is a great initative and hopefully adopted in the future
The road gives people living in the area quick access to local shops - Johnston Street. There is rarely more than a couple of people using the walkway and the recent addition of masks there is little to no risk in catching covid by passing another.
I suggest a new path could be built to run alongside Trenerry crescent on the Merri Creek side. Something like a boardwalk to be used only by cyclists.
From Turner St I regularly use the underpass to access the Yarra Recycling Centre, the Eastern Freeway and adjacent suburbs. Access via Johnston and Hoddle is difficult and will be worse with the apartments built along Johnston access Lt Turner St.
It upsets me that the council continues to shut down roads and put little to no effort to improving roads.

Attachment 2 - Online survey comments

This impacts me as if removes my access to the council depot. I can't ride a bike to depot and this would impact me significantly.
The benefits of remaining fully open to cars far exceed the benefits of creating open space on this occasion. Trenerry is surrounded by parks and walkways. Just keep Victoria park lights on for the public consistently ..we love that!
I live in Clifton Hill and car access via Trenery Crescent is important to me because our family often needs to drive to Abbotsford and to close eastern suburbs like Kew to see family and friends and to go to childcare and travel to work.
This road is needed given we would otherwise be forced every time onto congested Hoddle St given there are no other options. Closure is completely unnecessary. There is a dedicated walking track already there.
Not a great idea. Many more other things could be done to improve the environment instead of closing off this crucial road for commuters
This will simply make more problems on other major roads through diversion of traffic to there. Please use your efforts on more worthwhile issues
This willimpede on many local commuters and worsen traffic on already congested alternative major roads such as alexandra parade and johnston st. So you are then creating further problems elsewhere.
Please use your resources on more important things such as helping out all the local residents and shop owners struggling, instead of making people's daily commutes even harder
This preferential voting system is misleading and needs to be better worded. It makes it look like you need to rank them Option 1, Option 2 and Option 3, rather than in the order you prefer. Please fix this ASAP!
This proposal neglects the fact that Trenery Crescent is a critical way to access the eastern suburbs from Clifton Hill. We live on Noone St and have family and friends in the Kew area. A closure blocks off any direct passage to them.
Terrible idea. If closed, have to use Hoddle Street or roundabout Heidelberg Road. There is already a bike lane on Trenerry Crescent and two walking paths on either side of Merri Creek
Improve the bike lanes, add another speed hump and slow traffic to 20km for this road.
I take my G-daughter to Kindy from Clifton Hill to the ELC in Abbortsford 3 days per week, & also visit Collingwood Toy library (pre-COVID) cutting through Trenery Cres is quickest, convenient & safest way the get there. Don't cut off CH residents.
this is a great idea!
this is an important corridor for local residents to access either side of the freeway whilst avoiding hoddle. Personally I use it to access the recycling depot
That spot has been very dangerous to bikes for a long time.
Closing the road would severely impact Abbotsford residents who live on the north side of Abbotsford (Johnston st) We need the trenerry crescent access to connect to clifton hill without needing to use hoddle st. Best idea is to widen the footpath.
I support this while the bridge is closed and while there are covid considerations but in the long run it would be good to maintain the vehicle connection between Clifton hill and Abbotsford rather than forcing people onto Hoddle Street
Thank you for considering other ways to keep us safe. It is nearly impossible to appropriately physically distance on the main Yarra Trail at the moment.

Attachment 2 - Online survey comments

Bikes dominant the paths around here enough. I live in fear of being knocked over by someone on a bike when I am walking in this area already. This is an important road if you live on the Yarra side of Northcote near Yarra Bend.
Leave it as it is
Leave as is. Road works great
Cyclist voice here
Though I don't live in the area I am based nearby for work and drive through here from time to time. It doesn't appear to be a very friendly place for cyclists or pedestrians so it would be great to give them more space and encourage greener transpor
We use Trenerry Crescent often which helps us to avoid Hoddle Street especially at peak times. Another option to allow for social distancing of pedestrians and bike riders is greater utilisation of the path on the other side of Merri Creek.
I would welcome this closure. It would allow me to visit my children in the inner north from Hawthorn by bicycle. Cars make this too dangerous at present.
I live on Noone Street - the level of traffic Is atrocious. The speed humps don't work and the parking is the worst. People cut through for schools, construction - so big trucks - and people 'skipping' through for work'. You need to sort this!!!
I've ridden this route many times and I've had a lot of near misses with unwary / inconsiderate drivers.
Please close more roads
Now is the time more than ever to try some radical cycling infrastructure. Cyclists are using Melbourne roads at a higher rate than ever and this is a great step to improving safety and accessibility.
What are you trying to achieve with this preposterous idea? Use this road to get to work. Instead of coming up with stupid ideas, why not provide lighting for the pedestrian crossings in Nicholson & Gipps St in Abbotford before we have a fatality.
Be great to see reduction in traffic through there. Would also reduce traffic in Nicholson St Abbotsford.
Finding more space for pedestrians and cyclists here is an excellent idea.It is too narrow with the existing footpath and barrier.Even prior to social distancing, it was crowded. Now it's more unsafe. Let's try to deter vehicles from using this area.
This road is terrifying on a bike - great move to consider this!
Disappointing to see you trying to use Covid to further there social engineering. No figures on numbers of cyclists and pedestrians who use this route. When is it too crowded for social distancing? Never seen it in 20 years.
This road is essential for many local commuters. There are many other better ways to try to help the local environment and climate.
We shall be wearing mandatory masks now so not needed. I suggest you close the Boulevard to make it safer for cyclists and walkers!
Great idea. What will the criteria be for assessing success and whether to make the change more permanently?
This road is highly important for linking the suburbs of Clifton hill and Abbotsford. Please do not close it.
Please focus on more important issues, especially the welfare of your struggling residents, not this road.

Attachment 2 - Online survey comments

Trenerry Crescent allows me to drive my young family to the Abbotsford Convent, Collingwood Children's Farm and Victoria Park (including the Collingwood Toy Library) without battling Hoddle Street. There is a wonderful cycling path on the other side.
This road is the only direct option for many commuters and will lead to significant disruption and delays if closed
I use this road to get to work every day so would not be supportive of it's closure.
Cars often trying to pass, to only slow quickly at speed bumps making it dangerous for cyclists
Less than 250 characters for comments? Do you actually want your residents and rate payers to help with this decision by providing you with genuine feedback or not?? FFS
As a cyclist I am happy with the existing options of the bridge over the highway and the river path. One spot of improvement would be the pavement along the road to allow for easier cycling but no needed for a road closure - full or partial.
It's a dangerous rat race full of speeding vehicles that should be closed, well done for starting the process
The road closure will cause me significant inconvenience in travelling to my place of work While traffic flows are low at the moment this may not be the case in September/October This measure will cause congestion along the length of Roseneath Street
This is a poorly maintained narrow bike lane with debris & large drain grates making it unsafe to actually ride in the lane; needing to ride outside of the lane to prevent loss of control/punctures.
Making roads safer for cyclists is very important - this is a great idea!
I work in Richmond and commute by bike
Yarra - a cycling / Active Transport example to the nation.
This road is a highly used and convenient way to drive to schools, childcare and the highway. It would be very inconvenient to close it. The foot path can be widened for safer cycling and pedestrian use. Now that would be useful... not road closure.
The local residents have cars as well as bikes. Both the "change" proposals restrict the access of residents with cars. Trenerry Cres and the feeding streets already have sufficient safety with speed humps, bike lanes and reduced speed limits.
Proposals don't deal with worst problem which is the sharp bend of Trenerry near Eastern Fwy/Maugie St. Extend Option 3 to Maugie Street making space for bikes and pedestrians. Turn bans on Johnston make a northbound ban problematic for locals.
As a cyclist and runner/walker in the Trenerry Cres area I do not support this road closure. There are ample paths for us to use. I am also a learner motorcyclist and find the traffic on Hoddle Street too dangerous to ride in.
Stop doing this
This is a dangerous rat race, everyone ignores the turn ban sign see this random sample video: https://goo.gl/photos/5v3RjLK6kB5QZqqq9
Don't do it. I use it every day. You can drop my rates if you close it.
Great initiative! Prior to the pandemic, I ran this route regularly. I haven't since, because it's impossible to pass people without getting really close. Leaving aside social distancing, cars that close to pedestrians on a blind corner isn't safe
Please close more streets during Covid-19 to help people social distance during walking and cycling. Some streets and paths are too busy to social distance properly eg Yarra Blvd
To much emphasis on bikes. Locals & other users need access as well.

Attachment 2 - Online survey comments

Close Trennery Crescent from Grey St 7-9am by no turning & close from Johnston St from 4-6pm problem solved. The no turning sign @ Johnston Street is not policed hence large flow through traffic. This is not local traffic but through traffic.
Close it down to cars and maybe make one lane for bikes and the other lane for pedestrians? Might help to keep things safer that way.
By all means widen the bicycle track or make the pedestrian walk on one side and the bike lane the other walk way, but to stop traffic is not realistic, forcing local traffic into the already congested Punt Road and result in significant delays
As there is no right hand turn from Johnston St into Hoddle, this is the only way to access the freeway. Please keep open to northbound traffic.
Need to also reduce northbound rat running. Local residents use northbound to access eastern FWY
Don't close it. If you need to widen it, find another way. Many riders use the bike lanes anyway (and im a rider too). Do not close it. That's unfair to so many who use and rely on it.
Yet another insane plan by Yarra Council. I can remember when Council tried to shut off Abbotsford between Johnston St and Victoria St and the Councl meeting had the biggest audience ever. It will happen again.
You need to present data to justify this idea before rolling out a trial-demonstrate why this short section of road is needed for cyclists and peds? What demand data do you have? What safety statistics exist? What traffic modelling have you looked at
Great initiative!
Northern Abbotsford only has two access points for cars/emergency services vehicles - via Johnston St to the south and Trenerry Cres to the north. Removing one key point will lock residents in and make moving through our own community harder.
I live on Noone Street and would prefer no road closures thank you. It is a necessity it remains open.
Stop making it harder for locals to access their homes without using clogged main roads during peak times. Making us rank the 3 instead just picking one lets the Council stack numbers of this poll.
Great idea! I walk along this section a couple of times a week and the foot/cycle traffic is intense sometimes.
There are more than enough walking and riding paths in this area, local people need to be able to move about their suburbs without being pushe out onto the busy hoddle st to do so, closing is a crazy idea!
This closure may provide a time limited spatial option for this part of the road, but it could actually backfire, as more and more people then bottle neck onto the surrounding paths, which are already overflowing and compacting people.
Half road should be enough for cyclists, which I am.
PLEASE make this permanent! Trenerry Crescent through-traffic has turned Roseneath Street into a traffic sewer. The air quality in Roseneath Street is extremely poor and COVID has highlighted the effect of pollution on public health.
This is a great move. As a car driver, cyclist, runner, walker, I support opening up safe areas for travelling that are completely seperate to automobiles. Humanity must reduce emissions, safer pathways will contribute to a higher cyclist uptake.
Cities are for the citizens not only for the cars :)
Now is a great time to be trialing pedestrianisation of roads / streets. Especially near crowded paths. Hopefully some beautification / place making will be included as part of the trial. Thank you.

Attachment 2 - Online survey comments

It's a wonderful idea. One thing this pandemic has made clear is cars have taken over. Rather than prioritising cars and inducing demand we should be claiming more of our streets back for pedestrians and cyclists.
I do not understand what the issue is that you are trying to solve. The only problem I have with traffic on Trennery is that people do not stay in their lane as they drive around the bend in Trennery heading north near the Dights Falls car park.
My preference would be a full closure but this seems like a good compromise allowing some car use. Another option is a shared zone and super slow -20km car traffic shared zone.... something needs to happen. It is literally a park...
build a new footpath and allow bikes to use current footpath
Thanks Yarra city council for being so proactive in leading and supporting our community to rethink how we do things locally. Walking along here the other day I found it hard to maintain physical distance from walkers along the skinny footpath.
Just do it. This car " rat run" of cars speeding through should have been closed years ago.
The current "bike section " of the road is too narrow, and full of potholes and drains - so unsafe to ride
I support a trial of either a full or partial road closure to widen the Capital City Trail for people walking a riding bikes. A trial may also help locals properly decide whether closing the route to vehicles full-time is worthwhile.
Have not experienced any issues between cars and bikes - I drive a car and ride a bike along this stretch about once or twice a month and feel both catered for however I do not feel safe walking as a pedestrian
I live on Trenerry with parents in Clifton Hill. Our toddler spends time with them regularly. Difficulty turning right into Johnston St, then no right turn at Hoddle will make it impossible. We won't be easily able to access the recycling centre
We use this road a lot to visit the Collingwood Toy Library, The Children's Farm & Abbotsford Convent. Closing this route would be a disincentive to accessing some of the wonderful offerings in Abbotsford & Collingwood.
The surrounding streets will not cope with the extra traffic. It will add an extra 20 minutes onto my journey to travel out onto Johnston Street and P turn onto Hoddle Street. I'm concernd about emergency vehicle access having to go around in traffic
I would think only on weekends is necessary???
From most to least preferred, as a cyclist very little car traffic uses this anyway.
Too much traffic cutting through trenerry...make use of the hoddle st update the government spent so much money on and direct all traffic through major roads down Johnson and hoddle. create clearway both sides of road on Johnson during peek hours.
This is a wonderful step for the health and balance of our suburb. Motorists abuse the northbound shortcut through Clifton Hill from Trenerry Crescent to Heidelberg Road, which clogs our suburb with traffic congestion. Well done to the Council.
As a pedestrian, cyclists and driver of a vehicle, we need to learn to coexist and share our facilities. Segregation drives discrimination.
A trial sounds like a really good idea - then we can see what effect it has.
Yes please close this to improve the pedestrian and cyclist way.

Attachment 2 - Online survey comments

Please do not close Trenerry crescent at all. This road closure would significantly effect travel times of many residents and result in even greater congestion of Hoddle st. It would also negatively effect local businesses.
We travel to the ELC at the convent twice daily from Dwyer St. As busy parents who are already struggling to do a full day of work at home with another baby this will be a disaster for us. Cycling or walking isn't realistic given the time pressure.
Great inconvenience to the locals needing access to Johnson Street, especially those on a daily bases. Pushing more traffic towards Hoddle Street
Think it's a great initiative. The other benefit is to stop people in peak hour cutting through Clifton Hill to Heidelberg Road, which also causes many traffic issues for bikes and pedestrians.
Inconvenience to locals needing access to Johnson Street, especially those who do so on a daily bases. From observation there are minimal numbers that walk or ride on Trenerry Crescent
Please provide a sign on Heidelberg Road (driving towards city) prior to Fenwick Street turn off 'Local Traffic Only' otherwise once out of lockdown there will be a bank up off traffic on Roseneath Street trying to get back out of Clifton Hill
The speed bumps make it very dangerous for cyclists , especially trying to distance from other riders. Forces you into the gutters as a rider, which are often full of debris.
this is great! The shared bike/pedestrian path has always been dangerous and vastly inadequate
Can the city of Yarra start charging bike riders like you do for people with cars
I run along the side road. I think option 2 may be friendlier for motorists but some kind of separation will be required between north and southbound lanes, and a suitably low speed limit.
Why are we doing this given there is already a pedestrian overpass on Alexandra Parade East - make that wider with taller barriers. I would want to see the numbers of C.Hill/Abbotsford residents that would be forced onto Hoddle carpark if this closed
As a cyclist that regularly uses this trail as a commuter and recreational cyclist, this section of path is one of the worst bottle necks in Melbourne. We should make the most of this lockdown to trial better sustainable transport options.
Ramsden Street will be further congested with Trenerry Crescent closed and traffic being diverted here to get into Hoddle Street. The COVID-19 restrictions haven't made a big difference to the line of traffic in Ramsden Street during peak times.
The road access provides a vital link between Abbotsford and Clifton hill for locals to avoid hoddle st. There are currently 3 cross points for foot/bike nearby. The opposite bank, narrow foot path on road and the walk overpass over the freeway.
This makes it complicated to get to the river area, the parks behind and the recycling depot. I visit at least one or two of these every week. Making a large detour onto Punt Rd is not ideal and I much prefer to go through tree lined streets.
I work in Hawthorn and if this road was to close it would add considerable travel time. I also periodically cycle to work using Trenery crescent and have never felt unsafe from the cars on this section of road
This would push all traffic into an already congested Hoddle st. Not supportive at all.
This route is a life saver for locals.
3 months enough to effectively evaluate? Important to understand the impact during 'normal' traffic conditions. Cars will find another way to go, there are plenty of options!
We use this road very often which helps us avoid Hoddle Street and would be very disappointed if it closed.

Attachment 2 - Online survey comments

If bike riders or pedestrians are looking for an alternate route they could use the path on the other side of Merri Creek.
Social distancing for pedestrians is a big challenge in this area. So pleased Yarra council is trailing strategies to improve the safety of active transport. As a bike rider, I will be pleased to see more safe roads for bikes.
The only way I support this is if it's a genuine temporary arrangement through the COVID-19 period. I am currently working from home but my office is in Hawthorn and removing this route permanently would be a disaster when life goes back to normal.
Few walkers use the footpath preferring the walking trails , where it is easy to maintain social distancing. Bike riders have main Yarra trail accessible and uphill section is too steep for most. Convenient road when Punt road is at peak
Consider an option where the road remains open to cars both ways, but an extension is made for bikes (and separately one for peds) as a platform extending out east from the road (towards the river). There is space here which is currently unoccupied.
With the build up of traffic in this area the T intersection of Trenerry and Johnston street is a major incident waiting to happen. Blocking off both directions would serve multiple purposes, but could resolve issues by implementing traffic lights.
A full closure of Trenerry Cres would be a great improvement for my running route! The ranking function in this survey wasn't super intuitive- didn't realise I had to drag items.
I own and live in a property at 200 Noone st clifton Hill, and will be directly and adversely impacted by this decision. I am absolutely against it. Trenerry Cr is my access to all services in Abottsford .Shopping, markets and social activities.
I love this idea!
Agree that we need more space to social distance however, changing traffic is not a solution as it causes confusion. In my opinion, it is cyclist with cleats which can not stop, that causes the issues on paths
I'm a runner & cyclist and see no benefit of closing this road. There's plenty of room for cyclists already and runners should be using the pedestrian walkway and not the road.
This is most welcome. The street is mostly used by peak hour rat runner. I've been harassed several times this year by people driving cars when I was on my bicycle riding up either side, and closing the road to cars will certainly solve that.
Terrible idea. So many people use this route for local travel every day including myself. If bike safety is a priority make a safer and separate bike path. Will affect too many locals.
Bad idea! Walking paths are in the park adjacent. This is the only way for cars north-south in the area. It will push more cars in to the already jammed Hoddle St or via Kew. It's not fair to disregard cars for cyclists. Expand the paths on the Yarra
Close it ti vehicles. Bikes only.
Rat running may be reduced if right turn ban from Johnston into Hoddle is removed.
I am always pro closing roads to cars, and improving cycling and pedestrian access. I just don't really understand why you have chosen this section, and such a short section at that!
I'm opposed to this road closure as it a very important link between Abbotsford & Clifton Hill and reduces traffic onto Hoddle.
Trial seems good. 50% closure w/priority given to main flow of traffic given time of day (e.g. morning one way, afternoon other) seems wise. Good luck.

Attachment 2 - Online survey comments

This option would allow non vehicle traffic to enjoy what is a very beautiful area.
I don't understand why this is even being put on the table. This is a vital access route for residents in these corners of Clifton Hill and Abbotsford. You'll be pushing more traffic onto Hoddle Street which is already a nightmare.
What an amazing idea! Please use this time to move the barrier to also protect cyclists when it opens up again, it really is a dangerous place for us, and it only encourages people to ride on the foot path to be safe from cars
As a cyclist, I have always found this a difficult section of road to navigate given the width of the bike lane. It would make it feel much safer to enter and exit the bike path if Trenerry Crescent were closed.
There are very few safe options to drive out of this part of Abbotsford. Johnston St via Trenerry or Lulie St is dangerous and difficult at the best of times. Also Trenerry is not that busy most of the time. As a rider there are sufficient bike paths
how do you know it will reduce traffic when you do not know how many locals are using it.. there is no car counting straps at the end of the "rat run" on Noone - Hoddle St's...
Perfectly good in fact A1 bike path already. Love the weir
In lieu of a closure could you please consider ideas around changing the direction of traffic through the streets at the Clifton Hill end of Trenerry. Living on Roseneath St I am well aware of the amount and speed at which the cut-through is used.
as a commuter cyclist using yarra trail 3-5 days a week, regularly struggle with the very tight path under the fwy bridge here, support full road closure to widen cycle/ped path but expect more achievable is a 1 way road (half-close)
That section of road and "bike path" are dangerous at any time.
We bring our kids to Clifton Hill primary school from Hawthorn every day. This road saves us around 20 minutes and reduces congestion on Hoddle street. Please don't close.
It is dissapointing that the councilbtried to sneak this through with no consultation. I have spoken to many of my neighbours and there is zero support for closure. I strongly believe the council should stick to supplying services.
U have restricted the feedback to < 70 words. How can u have a trial, when you do not know what u are measuring? Why is a closure the first step to take to reduce traffic and increase space? Public awareness & maximize other paths already in place
All uses should be accepted.
Hello, closure of Trenerry Cres would increase traffic in surrounding streets & thoroughfares. Please leave the roads open for the reason they were built in the first place. Thanks
Join this to the Hoddle Street Shared Path via an unbroken separated from traffic link.
This is currently an extremely dangerous corridor for both cyclist and pedestrians; It is such a narrow space. All the while vehicle traffic is minimal in comparison. Seems a no-brainer to expand the cyclist/ped space.
This road is crucial for locals. Priority for cyclists should be on expanding the existing bike lanes on either or both sides of the river to make the road safe for drivers, riders and walkers alike
I would like to see more road restrictions through Abbotsford and less restrictions on Victoria street. It's crazy that the small suburban streets are clogged. I'm talking particularly about Gipps and Langridge.
The Yarra track is available, it is parallel
Roads are for cars. Your suggestion of closing a road to all cars is nonsensical. Is this really where my huge council fees go??

Attachment 2 - Online survey comments

- Project is an important link of the broader bicycle and pedestrian network. - Currently facilitates peak hour rat-runs. - Local vehicle movements can be made via Hoddle Street or replaced by active transport. - Improve safety legibility amenity
More work needs to be done broadening the paths on either side of Merri Creek to make it safe for cyclists and pedestrians the road does remains a vital link between the eastern. side of Clifton Hill and Abbotsford that is vital for local traffic
All for the extra seating and waiting space outside Proud Mary's Coffee in Oxford St to become permanent :)
Ridiculous idea, roads are becoming busier even now. Closing streets like these are just going to cram more and more traffic on already choked roads. Trying to say that cyclist & padestrans need a whole street to social distance makes no sense.
Considering that trenerry crescent is a key route between Abbotsford and Clifton Hill, it would benefit from widening of the shared path, rather than a closure. So everyone would benefit
I cycle along here to and from work and would love for it to be safer for cyclists and pedestrians. Removing cars is the best way to do that.
This road should be permanently closed. It's both unsafe and unfair that this major section of bike path involves a detour into the road.
The proposed closure is not consistent with DoT's Movement and Place Framework objectives. Trenerry operates as a P4 road and provides locals the only Eastern Freeway crossing between Hoddle St and Chandler Highway. 250 characters is not enough.
Option 2 or 3 would be idea. My regular running path takes me down to Dights Falls, and with increased foot and cycle traffic, the footpath is too tight to socially distance.
I don't want to rank items two and three. There should be no road closures.
As you can't turn right from Johnston street into Hoddle in the morning, this is the alternative
Our children go to spensley st and my husband works on Trenerry cres this would be a huge inconvenience
Never been such an important time or good opportunity for Council to prioritise active transport!
1. Please make it permanent, based on a successful trial. 2. Remove the terrible chickenwire fencing that hems in pedestrians currently. 3. Please allocate a fair proportion (e.g. at least half. Ideally more) of the reclaimed space to pedestrians.
Please just upgrade the bike lanes!
Pedestrian and bicycle access to the Yarra Trail from Trenerry Cres is appalling, complete with ambiguous "no cycling" signs that at first glance look like they apply to the road itself and not the footpath. Access to freeway overpass is also poor.
Car traffic on this road is often very frightening for cyclists. I support mixed use as cyclists need safety & local residents need relief from the highly congested and often grid-locked Punt Rd & Hoddle St. Win, win for everyone! Thank you
We are walkers and cyclists. This would be a great initiative while we all deal with Covid 19 and the increase in traffic on our wonderful trails and paths.
This will only create greater difficulty getting into our suburb (Clifton Hill) via Hoddle Street as everyone will just instead use Roseneath or Ramsden and continue to cut through Clifton Hill to get to Heidelberg Road. It creates a greater harm.

Attachment 2 - Online survey comments

We live on Noone street in Clifton hill and having car access to Abbottsford, Kew and surrounding suburbs without incurring traffic is important for residents. Surely the widening of the footpath is a more viable option.
That road is too essential to close to two way traffic. Widen the existing footpath to incorporate a dedicated bike lane - have an elevated portion over the embankment. Or have a traffic-light controlled alternating two-way single lane.
Although a full closure of Trenerry Crescent as proposed would prove an inconvenience to us personally, the benefit to all residents around Yambla, Ramsden and Roseneath Streets Clifton Hill, in respect to no rat running would be significant.
I strongly object to the closure of this road. Appeasing a handful of residents will be to the detriment of many other residents of Abbotsford and Clifton Hill. Has a traffic study been conducted to determine number of 'rat runners' vs residents?
Just make sure it's updated on Google maps so that we don't get taken on that route while it's closed.
Allow us to turn right on to huddle from johnston so we dont have to use trennary cres to get access to northern suburbs.
Currently not safe. I think this is a fantastic idea
I've been using this route more recently to avoid tack drops on the Kew boulevard
I think it's a great idea. The paths in at area are very busy and pedestrians and cyclists far out number cars
I ride here occasionally (out of lockdown) and it terrible for cycling and walking. Closing the road in both directions to cars makes a lot of sense and will be safer for active transport.
disappointing as council move on a process that will impact not just the residents of the local area. CoY wasted money on projects (RUSHALL reserve - in excess of $200k that was publicly reported). Does Dept of Transport support? If not DONT
I support the full road closure trial. The current arrangement is not appropriate for cyclists as the footpath is not cycling accessible and the road feels unsafe. The traffic calming speedbumps are ineffective and cycle lanes are inconsistent.
Great to see. I ride here after cricket in the summer and this section is dangerous
I'm all for improved pedestrian and bike paths but closing northbound traffic will cut off an important artery from Johnson St to Clifton Hill.
Too many people from the outer suburbs using it as a thoroughfare. Feels like we live on a freeway
Suggest one-way restrictions to morning peak 7-9am allow only south to north and afternoon 3-6 pm allow only north to south.
An excellent initiative to improve cycling & walking in the area.
Crossing Trennery at Grey street is very unsafe due to lack of visibility for both pedestrians and cars. The additional space for bike riders and walkers in this time of social distancing is a brilliant idea.
If only you could make it permanent.....a Roseneath St resident
Is your survey able to distinguish between genuine residents and people who simply nominate a suburb? Or between multiple responses from a single individual? (This is my second response, provided as a test of this issue from the user end)
This closure should be made permanent ASAP.
I walk this way most days, bikes on the footpath are super dangerous. Can we have an expanded footpath?

Attachment 2 - Online survey comments

As someone who cycles everyday to work in Abbotsford from Clifton Hill this seems a waste. There is a bike path along the river and a footbridge over the freeway, why not put money towards these rather than adding to an already overcrowded punt road
Great idea to create more space for people walking and riding bikes around the Yarra trail and connecting to the Merri Creek trail. This is a very busy spot which has seen popularity soar during the lockdown. A full closure pilot sends a clear signal
There are already multiple safe options for cyclists to move between Abbotsford/Clifton Hill, which our family use. Whilst I live in Clifton Hill now, I previously lived near Vic Park and I can say I use/used the underpass equally as much in my car
Option 3 and then Option 1
I don't agree with this road closure at all. This will force more traffic into the already congested Johnston St/Hoddle St intersection. Instead, more should be done to improve the existing footpath, such as a bridge beside the road.
We do not believe there has been enough discussion on this issue. We would like to know of any research that has been done to warrant this closure. We strongly oppose to it.
Closure of Tren Cres would disadvantage residents like us who use the road regularly to travel to the Eastern suburbs. Options: - give priority to traffic turning turning from Tren Cres into Grey St - widen the f/path under the fwy with boardwalk.
The shutdowns have seem large scale reductions in vehicular traffic across Melbourne, so now if the perfect time to try a full closure. Cars have multiple other options for this route.
the underpass is an integral way for residents of the Victoria Park and east Clifton Hill precincts to travel from north to south without adding to the congestion of Hoddle Street. There is already ample bike and pedestrian access in the area
Our household uses this route frequently by car to access Clifton Hill which we regard as our local main shopping area. While we realise that closure would make Trenerry Crescent quieter, this would not outweigh the inconvenience it would cause us.
I am absolutely opposed to any closure of Trenerry Crescent. I use this road almost daily to take my daughter to school, shop and general errands. Fine the non-residents who use it as a cut through - don't punish the locals please.
I use Trennery Cres regularly and wish to be able to move around my area without being forced onto Hoddle St. Easy access between Abbot and Clifton Hill must be maintained.
Great for all the Yarra Bend Park users and cyclists. This would also help reduce the traffic that cuts through Clifton Hill from Heidelberg Rd to Johnston St. This is especially bad during AM/PM peak hours and makes streets noisy and more dangerous.
Majority of residents living on the north side of Trenerry Cr use the underpass every day. To close this would cause a huge increase of traffic pushed towards hoddle st where only two of three entry points have traffic lights to manage traffic flows.
Great idea. Worthwhile trial. Permanent closure to cars would be fantastic.
Option 1
Option 1
Option 1
While I don't agree with the underpass being temporarily closed to cars, please consider making permanent changes to make it safer for bike users. This debate should be about making this section safer for all users, riders, walkers & drivers.

Attachment 2 - Online survey comments

We need to change how we move people around the city to promote cycling and walking, the covid went is here to stay and it's impacts will last. The tiny footpath provided sums up how we have allocated space in the past, something that needs to change
I ride through here with my children on a cargo bike and it never feels safe. The closure will make it a much safer route.
Is there a way to widen the road for bike access rather than closure to cars?
This is EXACTLY the kind of changes the Council should be more. More of them please, quickly, enacted fast. You've had time: get on this. Thank you.
Why would you close or part close Trenerry Crescent? I come from Glenroy and found this route the most effective and traffic free in the morning, so i can get to work on time. Please consider all that work in this area.
Last time a closure of Trenerry was proposed, the emergency services vetoed the idea - has the council cleared this idea with the emergency services this time? Because there is no point if this will be prohibited by the broader authorities.
This closure will cut-off the community from it's closest stores and shops, forcing them to shop elsewhere.
people who live in Abbotsford will have no way to get to northern suburbs as you can't turn right onto Hoddle St during peak hours!! Instead mKe it one way so we can go to work towards Clifton Hill and come home on Hoddle Street!!
I do use that route regularly as I travel to work and drop kids at school via Johnson St My preference is no closure, I am happy for it to be closed ONLY IF it is both directions afternoon is much heavier Existing measures in place need to be policed
I do not agree with your proposal. I think you are using miss information. I believe you only want to make changes so you can rezone the area. When this was first put to vote, (secretly) council used the guise of helping stop the spread of COVID 19.
It is pointless performing trials during COVID as it is not representative of the norm. This will greatly increase the travel time of all residents that work/drop children off in the east. If closed have the surrounding traffic flows been mapped?
I dont want to vote for option 2/3. Only no closure. I live in Clifton Hill & use Trenerry to get to & from work with my 1yr old quickly & easily without need to travel on congested rds (like Hoddle or H'berg). Special interest group opinions < mine
I am a walker, a cyclist and also a car driver -- I do not think closing local backstreets for drivers is the way forward -- all it does is push all traffic into one concentrated area. Locals should have knowledge and access of and to 'local ways'.
At the moment I don't ride on this part of the road, as it feels too dangerous. Instead when visiting friends in Clifton Hill, I walk my bike over the freeway pedestrian overpass. It would be great if there was a safe route with less traffic.
The Trenerry underpass should not be closed on any basis. It was included in the original Eastern Freeway construction to maintain an important social connection between Abbotsford and Clifton Hill. Closure will create a social separation.
This route needs to be accessible to all residents, including those that cannot ride a bicycle due to age or disability. Bicycles take shortcut over freeway on bridge. Already have long queues on Noone and Roseneath to exit the area during busy time.

Attachment 2 - Online survey comments

My child attends school in Abbotsford. Closing Trenerry makes it harder to move in our community. It is not possible for all residents to walk / cycle. Closure will force us to use Hoddle, locals punished for the behaviour of rat runners
Trial during Covid 19 pandemic not true indication of normal traffic. Adequacy of the remaining entry & exit points for area bound by Eastern Fwy, Merri Creek, Hoddle St & Heidelberg Rd during peak hour needs to be confirmed? Block non-resident cars.
I live in Clifton Hill and regularly use the Trenerry Crescent to Johnston St route to access work, school & shops. Closing it will force me to take Hoddle St which is a nightmare, adding significant time to my journey, and time spent in my car.
Closure (full or partial) will create too many traffic problems for local residents - the other benefits you have proposed can be resolved without creating such an impact on traffic for local residents.
Impossible to turn right into Johnston street at times. Closing Trenerry crescent would force more traffic to turn right into Johnston street. Unless traffic lights are installed at Johnson street and Trenerry cres.
The problem with living north of Johnston st in Abbotsford is that making a right turn onto Johnston St is an absolute nightmare. Going via Clifton Hill means we can at least more safely get to Hoddle and the freeway. Traffic lights would help!
We must not feel cut off .. from Yarra and the general community clearer 40 km per hour traffic signs widen pedestrian and cycle path . to stop outside traffic to use this road clearer signage , lights ?
shared paths nearby are inadequate. The crescent does not feel safe with cars, limited space and the grades. Drivers have alternate routes but we want more people, of all ages and abilities cycling, and they need safe, direct routes.
I think it should be implemented soon while there is less traffic on the road.
It's such a blind corner for motorists, it's hard to feel safe as a cyclist on that road!
The road should remain open. It's just a waste of Yarra Council funds to spend time and staff money on the closure.
I am a local resident and it is extremely useful for accessing the local toy library and community spaces such as the children's farm. I would likely visit less if I could not use my car (my son has a disability so driving is accessible for us).
I support this ambitious proposal that assists in our community's ability to respond to the space and transport issues that have been heightened by COVID-19, while supporting Yarra's response to the climate emergency.
1. No closure and widen path for cycling and walking 2. Full closure 3. Half closure
We need to drop our small children at their grandparents house in turner st, Abbotsford and closure would add a lot of time to our trip and increase distance. How about just reducing speed limit? This seems like a solution in search of a problem.
What is the purpose of the closure?
As a Trenerry Crescent resident that needs to travel down the Eastlink to work everyday, this would be highly disruptive — particularly as there is now no right turn into Hoddle St from Johnston. The u-turn and getting across Hoddle St is dangerous.

Attachment 2 - Online survey comments

Keep it open! It would be very inconvenient to lose car access to that route. It'd be worse for the climate because we'd have to drive further. Now is a silly time for a trial. usual traffic patterns are absent. Results would be meaningless.
I do not support any closure of the road either way. Widen the footpath for bikes and walkers but this should not come at the expense of the locals who use this road. Do not support.
We use this road to take our son to school at Spensley Street Primary School. Having to use Hoddle Street would take a long time to travel a short distance. Can you improve the bike paths around there instead?
This is my main way to commute to and from work, and to access other necessary services such as supermarkets in Richmond and Abbottsford. It is also a way to avoid Hoddle Street and the congestion that is often there, which requires additional time.
This will be great for the safety of cyclists. It's a dangerous corner and cars should not be using this as a rat-run
This would cause unnecessary increases in traffic on Hoddle St
Such a bad idea. We bought in abbotsford for the easy access to the eastern and this would make my commute to work very difficult
Please leave it as it is , as a local resident I often use Trenerry to get the kids to school or do local shopping. A closure would make my life hell.
This is nothing but a power grab by privileged nimby interests during a pandemic! HAVE YOU NO SHAME? With so many working from home, cyclists are safer now than ever before! A trial of anything during an extraordinary lock down would not be valid.
I am a resident and home owner on trenerry cres and I still want to easily access Clifton hill for my children's school, swimming lessons etc. Closing off our street with further congest Johnston and Hoddle st. Closing is not an efficient solution.
This is totally unacceptable to close this road
Very bad idea
The only way to measure the effectiveness of the closure is to trial it.
This is a terrible piece of road for cyclists, would be great to see an imorovement
Trennery Cres provides important local traffic access to this particular pocket of Clifton Hill, especially during peak times where we have a level train crossing that impedes the in and out flows. Closing Trenerry will further constrict these points
Vital road to get to Kew and I feel closing it there is unhealthy due to the pollution from the eastern freeway, you really don't want people milling around there. Unsafe with the lighting at night, cars will provide light and safety from graffiti.
This change is very inconvenient and really not a great space to open up. Removing cars from Yambla St or at least try and restrict the speed of the vehicle on the north end of Yambla St would make the suburb safer and more enjoyable
option 3 then 2 then 1 intersecion of johnson and trenerry cr remove carparking for 100m on north side of johnson st.
With so many restrictions on movement during the COVID crisis and the closure of the Gipps street bridge this would be a great imposition for access to recycling and walks in the neighbourhood. Not the right time for any more trials.
I work in Trenerry Crescent Will be difficult for me to access my work place
Please don't do this. This is a critical thoroughfare for our children to be driven to school during the pandemic and also for them to utilise Victoria Park. This will impact adversely on our family.

Attachment 2 - Online survey comments

Keep up the good work with making Yarra a better place for everyone
We live in Turner St. Trenerry Cres is a vital road each time we drive north (50% of trips). Much money has been spent on bike paths next to Yarra R. Install lights at Johnston St and/or widen the adjacent path. A through road Nth/Sth is crucial.
Please do not close this road which we use significantly. Please direct your efforts to more important things in this current pandemic, such as meals and rates relief for those struggling.
Please do not close this important road that connects Abbotsford and Clifton Hill
This road is used significantly by local commuters
This is a wonderful idea! I am glad to live in Yarra where we have a progressive council that thinks of nature, activity, and community not just cars.
There is a walkway over the freeway for peds. I live in CH & work in Rich, proposal adds 40+ mins to commute daily. No supermarkets in CH, proposal cuts off CH from essential services/supplies
I applaud this initiative of Council, and the people who have (obviously) put in so much time preparing it. Trenerry Crescent is used so much as a "rat run", this initiative to make Trenerry Crescent "local-user friendly" is wonderful.
As a local resident whilst I am currently using the route by car less than in usual circumstances, I think this disproportionately inconveniences local residents with the rationale related to climate and covid 19 not obvious to me.
Why? What are you seeking to learn from the trial? What is the 'problem' you are solving here? As this is not clear, I'm sorry I can't support even a trial as we use road this regularly. But if there are reasons you see, please inform.
The complete closure of Trenerry Crescent presents a range of 'access' and safety issues for those who live in zone between the railway line / Trenerry/ Johnston st and the freeway. Will traffic lights be installed at Trenerry / Johnston.
During pre-COVID times, this road is a massive rat run, flooding Clifton Hill with traffic. Enhancing this space for non-motorised users will improve the quality of life for a wide section of the community.
I see absolutely no reason for this to be implemented or considered. The bike path is sufficient. As a ratepayer and resident I object. I use Trenerry everyday and find it a safer option for me and I will be greatly disadvantaged.
Excellent plan to improve cycling infrastructure. One way flow to allow local movement whilst protecting cyclists and pedestrians is a good balance of local community needs and the needs of the environment and more distant community members
Keep Trenerry Open! This road provides a handy, convenient and sensible accessway from Clifton Hill to Kew. Closing it will simply increase traffic on Hoddle Street and add 20 minutes to a large number of daily trips.
Don't close Trenerry. What is really sought is a better bike lane. The issue is that because of Merri Creek and the motorway, the bike lane is narrow and substandard to the point of being dangerous. The solution is modest capex for a better bike lane
This really looks like rushed tokenism and it's not the first time I've felt like Yarra really doesn't care about it's ratepayers, or more specifically it's actually disadvantaged and vulnerable ones, not the vocal, connected and affluent ones.
Connecting the issue of possible adjustments to traffic flow on Trenerry Crescent with COVID is spurious and the case is not well made. I believe that the current problems with 'rat runners' needs addressing tho & a northbound open lane could work.
Extending the bike track is the most logical option. I would like to be able to vote for that please

Attachment 2 - Online survey comments

Closure of Trennery Cresecnt is long overdue - permanently. It will make the neighbourhood far more liveable for residents of Yambla, Grey, Noone, Roseneath and Fenwick Streets. Residents fed up with cut through traffic.
Need to visit family and recycling
We live in Abbotsford and visit daughter in Clifton Hill. Any closure would see us using Hoddle street in busy traffic. We are in our 70s.. just getting into Hoddle is crazy and frightening.
Please do not close Trenerry Crescent
Road should be narrowed slightly (remove the tiny 'cycling lanes') - but still allow 2 way access. Then the footpath widened for pedestrians and cyclists. The Trail shouldn't just end at a footpath.
I don't support closure of this road. It is an important road link between suburbs and there are already good alternatives for cyclists. Closing this road will impact local trips and negatively impact other intersections.
This idea & the reasons cited for it are rubbish. Blocking just 200m of road will have negligible impacts on safety & space. It will, however, make school/kinder drop-offs into Clifton Hill an absolute mess for Abbotsford locals. Leave it alone!
I support the trial closure. In the long term I would like to see better signage and access for cyclists in this area. People ride with kids, kids seats and bike trailers and safe cycle access to the dights falls and Clifton Hill is a must
I live on noone st close to the bridge. It would be highly inconvenient to close it as i use it daily to access johnston st/yarra boulevard and add about 10 mins each way to my daily commute having to add more traffic to hoddle.
Please do not close this critical piece of road. As someone who lives in Trenerry Crescent it is the only way to get north (and home again) without having to go onto Johnston then Hoddle Street - which we all know is a nightmare.
This requires further consultations and discussion on unintended consequences of the proposed shut down. Council should focus attention to work out better riding/walking facilities that also enable the road traffic, as it's a key exit point.
Stupid idea
Do not close Trenerry Crescent
Given there is little traffic at the moment, it would be wise to conduct the trial once lockdown is finished.
don't close it aversion to public transport will increase the need for car use. bikes will go too fast with those hills for peds and bikes to mix i walk bike and drive that bit of road and I don't want to be put out
I feel there has been no real thought put into this proposal by council and the proposal does not align with general community attitudes. This behaviour is typical of Yarra council and I will show my disdain with this at the next council election.
Thank you for the opportunity to contribute view. My preference is for the full road closure trial.
This is long over due! As a resident of Roseaneth St we are always negotiating safety and traffic. The street is a significant danger to pedestrians and cyclists as a result of rat-running which Trenery Crest significantly contributes too.
Has the Council increased its insurance. If a cyclist comes off and there's no motor vehicle involved, he/she is not covered by insurance - unless, of course, the road has gravel/bumps etc - in which case he can sue Council

Attachment 2 - Online survey comments

As a cyclist with no car, I fully support this move. I especially hope it will reduce a lot of the heavy traffic flows we get on Noone St which often flow to and from Trenerry as a way for people to avoid Hoddle St.
I have lived on Roseneath Street for 5 years. Trenerry Crescent is essential for my commute to work, convenient access to food & social life. please DO NOT close our community to our neighbors and friends. this is gentrification, we are better!!
I'm stunned that council is seriously considering any closure of this road. Bikes and pedestrians have two alternative routes to use if they don't want to use Trenerry Cres. Do not close the road!
If Trenerry crescent was closed, the only possible way to get to Hoddle St/Clifton Hill or ANY northern areas would mean trying to turn right on to Johnston St. This is already VERY difficult and dangerous at times with varying lanes and peak hours.
My house is near the proposed closure. I use this road to go to work & access my local supermarket. The closure will increase traffic in areas of Clifton Hill & cause congestion, especially at the end of Noone Street turning left onto Hoddle Street.
If there's going to be a trial closure, go the whole way and close the whole road to find out what the traffic does in response, and what can be achieved for walkers and bike riders. Then you have some real data to work with as a baseline.
Please do not close this important road for commuting. Please focus your attention on other more important issues.
Using the COVID-19 situation as a reason for closing this road is not logical. It would be a better strategy to upgrade the pedestrian and cycle paths whilst also allowing for vehicular access, avoiding increased traffic on the surrounding roads.
We are regulars on many of the terrific local bike paths and were recently heading to Dight's Falls and my 9 year old daughter was very shaken by a car (an absurdly large SUV) that overtook us, at speed, towards the blind corner. V grateful for help!
The traffic that turns despite the no left turn sign into Trennery in the evening peak creates havoc through Clifton Hill. The North bound traffic in particular needs to be stopped in the afternoon. Thank you.
Without the northbound part of the road there's no easy way to get between the North part of Abbotsford and Clifton hill. It's really impractical to have to take hoddle st North from the area around Victoria park especially during peak b times.
I live on Trenerry Crescent and use the road in question all the time to avoid Johnston and Hoddle traffic. If it was not for this crucial link through to Clifton Hill I'm not sure I would have even bought my apartment here! Please do not close it!
Most important thing is we are in need of traffic lights at the intersection of Trenerry and Johnston Street
This is a great idea during COVID-19, though we live in Abbotsford and our kids go to school in Clifton Hill it makes sense in the short term. A more permanent option would need to take into account the access to Clifton Hill from Abbotsford.
This is unnecessary. There is access to the merri creek trail without riding or walking on the road. Trenerry is busy with cars travelling north east in the mornings. These cars will end up on Hoddle and Johnston St. Have you thought about traffic?
this will also improve safety in East Clifton Hill, by reducing the number of cars that use the residential streets to bypass hoddle street. Thank you for considering this change
main Yarra & capital city trails converge on other side of merri creek with a poorly maintained and narrow trail under the freeway. Spend money here not closing a much needed traffic link under the freeway. Also complete trail gipps to Burnley street

Attachment 2 - Online survey comments

I'm not even clear on why it needs to be closed? What is the purpose of the trial
One of the results of closure will be that Studley st is more busy. This one way street is very narrow and already congested at times with cars often unable to get through. Increasing traffic or being the only route to Hoddle st will be disastrous.
I use the path next to the crescent often. It's tight and an unpleasant point along my commute. The crescent is a rat run for people avoiding hoddle street - a much better car alternative.
I am horrified and panicked at the possibility of trennery crescent being closed. We use it twice every week day, taking our son to spensley street primary school. Taking Johnston and hoddle is really not a viable option. I beg you not to close it!
Please don't close the road! It's a direct link to connect Abbotsford to Clifton Hill
It will force local residents on to Hoddle Street contributing to traffic issues and safety concerns. There is no clear benefit of closing the road and access.
Full closure best option. There is an 8 lane road that runs parallel (Hoddle Street) It will stop rat running through Abbotsford and Clifton Hill while creating a lot safer streets with less car traffic. During Covid is time for these working trials
This is a truly terrible idea. Why does it keep coming up? Please go ahead and fix the bike lane but don't cut Clifton Hill off from the south. Closing this road will seriously reduce the amenity of the area. Please respect the rights of locals.
I have lived in Clifton Hill for 25 years. Closing Trenerry Cr would have seriously detrimental effect on the amenity of the local area. Clifton Hill would be cut off from the south by road. I use Trenerry Cr every weekday to drive to work and back.
I regularly use trenery crescent as I live close to it It would be a big inconvenience if it closed
Trenerry crescent is an absolutely essential roadway for the area, allowing locals to access the shops and amenities of Richmond and Abbotsford while avoiding Hoddle St. It would be detrimental to the area to close this route.
The footpath under the bridge is too narrow and a southbound closure might be a good solution. But a northbound closure as well would not be fair on residents south of the freeway who regularly access services to the north (e.g. the Recycling Centre)
I strongly support the closure to reduce unsafe driving by those bypassing Hoddle St on the way to Johnston St. Drivers commuting through the neighborhood make the roads less safe for pedestrians, especially children.
Living on Trenerry cres myself, the Rd provides much needed access to neighbouring suburbs like Clifton Hill, & Nth Fitzroy etc. As an keen cyclist & walker I understand the benefits of reducing traffic but believe closure would cause more congestion
The increase in pedestrian traffic has resulted in aggression towards bike riders who use the trail for years as commuters. Curent bike lane goes over drains covers and cars do not slow down and use the Cres to avoid Hoddle Street.
Trying to turn right from Trennery Cres onto Johnston St or from Lulie St is nothing short of suicide in anything but extremely late at night. The option to close Trenerry Cres will see accidents with serious injuries and fatalities instantly.
It think it's a great idea to have a trial. Clifton Hill would be better without peak hour rat-run traffic.
As someone who drives this underpass daily to get to & from work in the North, I believe that this is a major inconvenience to the majority to satisfy a "loud" minority of cyclists- have traffic numbers (for cars & cyclists) been taken for this area?

Attachment 2 - Online survey comments

Closing Tren Cres cuts off vital vehicle traffic between A'ford and CHill. Only alternative is Hoddle - surely that's bad enough already? Ever tried to turn right into Johnston from Trenerry during peak hour, as this would force Vic Park res to do?
I go to Clifton Hill primary school and would like it if there were less cars driving really fast around my home.
I suggest building a boardwalk beside the road reserve without reduction in the number of road lanes. Reducing road traffic will add 10 minutes to our travel times 4-5 times per week. At worst, add traffic lights + a bi-directional one lane road
I think this initiative would present as an innovative and progressive step towards a more liveable, community oriented inner-city environment.
Consultation has been patchy with many people who regularly rely on vehicle access to Trennery Crescent not being contacted or recieving notice of the planned trial. This is not good enough.
This road is so important for local residents. Please do not close it.
Most ridiculous idea.. Main roads are already congested .. I'm local and use this way often
use every day for 1 access to Freeway 2 Dr in Spensley St 3 Picking up kids 4. Pool Instead means a difficult RH turn into Johnston St, longer journey. Absolute nightmare for anyone N of Johnston Who benefits? not local residents
This would create a huge divide between Clifton Hill and Abbotsford residents. It will also create a nightmare for Abbotsford residents to access the freeway to travel southbound on the eastern freeway. I feel a traffic plan needs to be investigated.
I have only chosen 2 and 3 to appease your requirement of 3 items required. If I had a choice, options 2 and 3 would not be chosen as I am against both of them completely
Would be good to know the proposed property values if Trenerry Cresent is closed. I feel that house values would increase, making streets quieter and more tranquil.
A full closure would be a TERRIBLE inconvenience for anyone living in the area, and would add traffic to an already contested Johnson/Hoddle street and increase the danger of turning right from trenerry to Johnson
No closure is the only viable option.
What a ridiculous idea! Are you trying to force more traffic onto Hoddle street? I can't imagine what possible benefit this closure could have so I would recommend a whole lot more community consultation before you do anything like this!
I oppose the closure of the road and am an active cyclist in Yarra. I have lived on both sides of the road This is an important thoroughfare for residents to supermarkets. Instead, further restrict H'berg rd entry
Please consider expanding the bike lane as another option.
It is a nightmare to get out of trenerry Crescent onto the eastern freeway via Johnson street in any direction even with the reduced road usage with COVID, The underpass is the only easy way to get to the eastern suburbs.

Attachment 2 - Online survey comments

I live cnr of Roseneath & Grey. Peak hr traffic is a bit frustrating, but the loss of Trenerry would be more more frustrating. A single car entry chicane similar to Miller st Fitz Nth would be more preferable. I'm also a frequent cyclist.
I can see no benefit to residents whatsoever. The reasons below are nonsensical. If you are concerned about bikes, upgrade the bike path. Or just leave it. When we ride with kids through here, we just get off and walk. It's such a short segment.
This would make it difficult to go between Clifton Hill and Abbotsford, and lots of local services are shared accross here, eg toy library, auskick, kids who live in Abbotsford and go to Spensley St primary or walker St kinder.
While car access seems to be important to some local residents, given its (perceived) low use, a one way solution seems to be the best option. Its an important walking and cycling link that would reduce usage on the two nearby bridges if it was safe.
This is unnecessary. I live close by and have seen no problem. It will cause inconvenience to nearby residents. I thought this was dealt with years ago.
Like Vancouver, why not make most residential roads one-way for motor vehicles and two-way for active transport. BTW, why was northbound selected to remain open instead of the other way?
This will be a nightmare gaining access to the eastern freeway with no right hand turns allowed onto hoddle st from Johnston st. I regularly use this road and would cause significant impacts to traffic flow in the suburb.
as I live near trennerry cres I use it to go to work closing that street will impact travel time as my only alternative is hoddle st. as I work in a hospital this impact will make a great deal of inconvenience adding extra 10 mins car travel.
Let's see what happens if we close it for three months. No time like the present.
Why not just improve the foot path?
You are asking 300+ apts to make a very dangerous right-hand turn onto Johnston St & then they are stuck not able to turn right onto Hoddle St to access the freeway. Bigger speed humps or plastic barriers would help. Please don't ruin our commute!!!
There are no distinct bicycle lanes on Trenerry Crescent in the area that will be treated. The surface is extremely rough so not good for cycling. A lot of people use this route for cycle commuting from the north to Nicholson St.
I am very much against a road closure to traffic.
As a resident living on Trenerry Crescent, I strongly oppose any kind of closure.
Completely object to this. It is unnecessary and will cause me issues and long delays getting to and from work.
This is a terrible proposal, it will increase traffic on an already congested Hoddle Street and increase my commute to and from work (that I still need to attend through COVID).
Yes, it will add lengthy commute times to those with a disability. This is unnecessary! Get a real problem to solve!
I live in Trenerry Cres. Too many cars in the morning and evening peak. Dangerous to turn right from Trenerry to Johnston at most times of the day (note that there is usually a large 4 wheel drive in the last car park outbound). Speed humps noisy.
No Closure. Connections to schools in Kew would be lost. Road to connect families in Kew lost. More traffic on Punt Road. Terrible idea!

Attachment 2 - Online survey comments

I think it is a wonderful idea to close Trenerry Crescent. What a wonderful opportunity to allow better cycling and pedestrian access. I hope it becomes permanent.
No need to close the underpass. Bikers and pedestrians can use the trail on the other side of creek if they are concerned about safety.
As a local resident of Yambla St Clifton Hill, this would be a serious inconvenience to access shops in Abbotsford and my work. Also, the congestion on other roads would be a negative consequence.
I don't support as: - it is an important road link well used by locals and one of few routes in/out of Clifton Hill - closure of this road would exacerbate traffic issues at other intersections - there is an alternative bike route already available
We use it regularly - both directions - to stay in contact with and support widowed relatives. We wish to use it with our car, as well as walking and riding our bikes. It is possible to make it safer for all of us.
Closure would be greatly disruptive to my journey to and from work. We live in Noone Street.
This road is a valuable Alternate route for residents of Yarra to sporting grounds and private schools in Boroondara and avoids heavy traffic on the Eastern, Johnston st and Punt Rd. Closing it would be ridiculous.
Great idea for more pedestrian and bicycle space. Will also stop cars using this street as a thoroughfare to Johnson st.
It is not appropriate for either a partial or full closure of Trenerry Cr. Trenerry Cr affords the residents of Clifton Hill an alternative entrance/exit to residences as often Heidelberg Road and Hoddle St are clogged restricting moving in or out.
I've just received the flyer in the mail and if the closure is based on COVID 19 its a waste of time and money. Residents will be able to exercise without the road closure.
Traffic in the area is already terrible. This will make it worse. Please also remove the restriction on left hand turns into Trenerry Cresent from Johnston St.
Most vehicles on Trenerry are rat-running. It would be interesting to see the traffic with the full closure option. Abbotsford north of Johnston would become extremely foot and bike friendly. Could reclaim space for plaza, cafe seating, playground.
Focus on restricting through traffic from Heidelberg Rd to Johnston St. Cut these motorists off and it will be a lot safer. Clifton Hill residents rely heavily on that connection to Abbotsford and Richmond. Reverse the direction of Yambla St. CH
As a Yarra Council rate payer, I ABSOLUTELY object to any change. Hoddle street gridlock was fixed by the state and now you (Yarra Council), want to send it right back to where it was with this proposed change. No thought given to locals at all!
It is imperative that Trenerry Crescent is closed to vehicles. The area has not been designed for the volume of traffic that occurs in the evening and it is a danger to pedestrians. The closure will increase my travel time but the change is needed
Should not even be considered Was ras Used so 20 years ago and still should not be considered
I'd like to say that community space is increasingly important and the value of this in future is going to increase. I'm up for a trial because the conversation allows exploration of possibilities to create unthought of opportunities for community.

Attachment 2 - Online survey comments

Our preference is local traffic only with number plate recognition. We are on the Abbotsford side on Maugie St, we use this underpass for school dropoffs with car on our way to work. We would like speed humps installed on Maugie st and Lulie st.
My work requires me to use a car being an essential trade, the closure of this road would seriously affect my commute being I live on Trenerry Crescent.
Traffic is so congested as it is. A sneaky shortcut should not be taken away from those who really benefit from it.
I don't really understand the reason for closing this road as pedestrians normally walk on the other side of the river. Is it to make more space for cyclists? For me it's a crucial road to avoid the traffic on punt road and get to northcote.
This would seriously affect my commutes to and from work, for a minimal change to pedestrian use.
We live in Rutland St and regularly use this road to get to the supermarket in Kew. All other routes to nearby supermarkets are always extremely congested and are impractical to get to, particularly during peak times (e.g. travelling on Hoddle).
no issues with keeping your distance in this time of covid. pathways in the park create a safe environment for all walkers and cyclists and should be expanded if needed instead of closing or restricting road access to cars and emergency vehicles
I am so strongly oposed to this I resent that it is necessary to fill in a second and third option above as neither is acceptable. This closure would be appalling! I am astounded that it is even being considered. Keep Trenery Cresent open!
This is overdue. I live in Abbotsford. For 10+ years my children have ridden to school in Clifton Hill. We avoid Trennery because the footpath is dangerous and narrow. Cars go too close and fast in the road. Keeping distance is impossible.
I live in CH and work in Abbotsford. My work involves being on call so I need a vehicle. If I had to drive Hoddle St it would add an extra 15 mins on my commute. I'm also a bike rider.
The underpass is needed to reduce traffic on Hoddle street and freeway exit. Cars need to be able to use the freeway underpass as a route from the roseneath/Hoddle intersection through to Johnston street closing trenerry will ruin hoddle traffic
Option 2 and option 2 are not viable. Option should include expanding the underpass.
Trenerry serves a valuable link between Clifton Hill and Abbotsford for residents of Yarra. I walk along it every day for work, but appreciate its use for vehicles. Replacement of steel safety barriers with woven cable ones would allow more safety.
Vulnerable/less-confident can use pedestrian bridge and trails now. Cannot see the logic in the proposal. Insufficient space for feedback. Ranking 3 including 2 closure options ensures a closure. Will increase car use "Rubber stamp consultation".
I support it. This will have a minimal impact on car travel times and will give me the option of cycling to the shops.
We rely on Trennery Crescent, which is a more direct route to Victoria St Richmond and the eastern/SE suburbs...this also enables us to avoid Hoddle Street and Heildelberg Rd/Queens Pde, which is already highly congested.
It is a tough spot to bike through: narrow and blind corner. But I understand vehicles don't have many options in this part of the suburb, so going for the half closure.

Attachment 2 - Online survey comments

This is not needed. Existing can be used off the side
Closing trenerry cresent would add a minimum of 20 minutes to my daily route and would be a huge inconvenience connecting the people of Clifton hill to local supermarkets and workplaces
The through traffic that uses Trenerry are often driving dangerously in a very residential suburb. The intersections and roads just aren't designed for that kind of traffic.
This is a convenient route for me to get to work every day. Could it be closed during certain hours and days?
Ridiculous idea given the amount of paths around this area. NO to closing Trenerry Crescent for any amount of time.
The increased inconvenience and increased traffic caused by the closure, will outweigh potential benefits, most of which could be achieved without the closure.
As a ratepayer living in Yambla Street, our family uses Trenerry Crescent to travel to work and Abbotsford shops daily. Option one is the only option I would like to select, but it appears I am forced to give option 2 & 3 credit in this voting system
As a cyclist living close to the proposed project, I always avoid that part of Trenerry Crescent as too dangerous. I consider that enabling safe cycling while still providing one-way car access would be an acceptable compromise.
My mother will have to use Hoddle Street if Trenerry CR is blocked. Hoddle St is dangerous for elderly drivers Accessing the Roseneath St recycling facility will become more difficult How about widening the footpath/road/path under the freeway
I am a cyclists and there is so much traffic during rush hour it is very dangerous.
it has been suggested before by Council and the community has voted against it. It needs to be open so car access in peak hour times will not block residents in. Bike riders and pedestrians already have walking tracks and a pedestrian overpass to use
This would add at least 5 minutes onto the commute of those attempting to get onto the M3 as it would mean turning onto hoddle street from johnston street. Also, I see no reason why closing this portion of a street will affect the climate crisis.
Closure is stupidity Travel times from to Kew Richmond East Melbourne and areas south would be extended by about 10 plus minutes by use of Hoddle St Cyclist safety enhanced if they followed rules Pedestrian safety is issue because of cyclists
What is the purpose of the closure? Roadworks? Traffic control? Upgrading walking/riding paths?
This route is vital as the only alternative to Hoddle St in leaving the area for the eastern and southern suburbs. Closing Trenerry Crescent will push yet more traffic onto Hoddle St, which is already beyond capacity at Clifton Hill.
Please let google and apple maps aware of any road closure so we don't get cars being directed into a closed area.
Do not close! Have used this route for decades growing up in Clifton Hill and where my mum still lives. Closing this off will bring even more congestion on Punt Road/Hoddle St. There is an adequate bike/ped path by the creek if safety is the concern.
Forcing people to use Hoddle street will add significant amount of time to people trips and cause more congestion on an already blocked road. There is a footpath available for bike riders there is no need to close the road
I believe we need to create more space for people to keep a safe distance from each other on Trenerry cr however I don't believe by closing the road is the solution. This cuts off locals living in Clifton Hill to the businesses in Abottsford.

Attachment 2 - Online survey comments

The trial objectives and measures of success have not been defined. How will we know if it has been a success or not? It seems to me that Council will determine success arbitrarily which undermines the entire process. Who's road is this anyway?
Trenerry Crescent is one of the best ways to avoid traffic on Hoddle st. I use it nearly every day as access to Abbottsford/Collingwood area from Clifton Hill. Terrible, terrible idea. Do not close.
I am sick of the traffic. Closing Tren Cres would be an effective way to stop this. Other options could be making Yambla St southbound (to reduce ease of rat running) or making Tren Cres one-way/diff direction through the day
Our children go to Clifton hill primary school All our school activities and commodious located in and around Clifton hill With the P turn at Hoddle/Studley/Yarra streets, it will make travel to that part of Melbourne difficult
Great
Very supportive of any measures to make the roads safer for cycling and walking in Yarra. This point along the bike path is difficult and dangerous to cycle and walk through so fully support this trial.
GrAy St (not GrEy). Road =vital. Stops local traffic on Hoddle to get to Kew/Abbotsford etc. Hoddle st/freeway exit/Johnson st changes terrible. I cycle/walk/drive-issue = cars driving straight over GraySt at end of TrenerryCres. without checking.
Thank you for taking our opinions into consideration. We use this road a lot to commute.
Living on Roseneath St. something needs to change. The traffic volumes are crazy and make morning and evening commutes with children a nightmare, it discourages active transport which only adds further to the congestion. Let's give this a try.
Why has there been no communication with local residents about this? If Dept of Transport go ahead with plans to close Ramsden St at the railway crossing to allow more trains per hour, how are we all expected to get out of our neighborhood?
I often use this route. There are too many drains obstructing the bike lane, and cars drive too fast down the hill which makes me feel unsafe. I am riding more and more on the road presently because Merri creek is crowded preventing social distance.
Closing this road will reduce local access to Clifton Hill and to the Eastern Freeway. It will also "box in" the Victoria Park area making Johnson Street the only exit point.
It's crazy. Bikes can go over the bridge instead of under. Cars would have to drive along Hoddle if the road was closed causing a huge increase in traffic congestion.
Full or at least partial closure would be one of the best things Yarra could do to encourage cycling & walking. I think the environmental & health benefits of discouraging cars and encouraging cycling and walking are huge & worth any inconvenience.
do not close this road. Clifton Hill is hard enough to get in and out off due to traffic on hoddle St and the train line. The only people who want this don't drive cars. Thank you
'Rat running' is a serious safety issue. Cars don't look out for kids, bikes and speed. It is not safe. 1 option Yarra could stop left hand turns from Hoddle in the am and right hand turns into Hoddle in the pm. Yarra has a legal duty to take action.
Please don't close the crescent ! It will add a lot of time to people's commute.
The road is narrow and vision is poor. I have been faced with cars driving around the corner completely on the wrong side of the road.
great idea, well overdue, Clifton Hill is not a rat run and I have almost been knocked off my bike on several occasions by people coming out of trenerry at grey st and also by people coming out of grey st onto roseneath.

Attachment 2 - Online survey comments

Great idea to reduce traffic congestion and rat running on Noone St and other nearby streets. Increased pedestrian safety on Noone St.
Our reason for preferring Option 2 is not any of the dot points at right, but a wish to see the impact of closure on the through traffic on Ramsden and Field Streets at peak hours.
There is substantial bike and pedestrian access given it is on both sides of the creek.
This is ludicrous! That's an important thoroughfare for Clifton Hill residents!
Only local traffic allowed, closure will unfairly disadvantage Clifton Hill residents who bought here with trenerry crt as an option to access the city
This is a fantastic opportunity to reduce rat running and effectively turn both Clifton Hill and Abbotsford into low traffic areas Let's use COVID to reset and make space for families, residents and workers to travel locally by foot or bike :)
A complete closure to traffic of Trenerry Crescent would be a huge advantage for walkers & cyclists using the various trails in the area and would get rid of large volume of unnecessary through traffic taking short cuts through residential streets
It is not good for society at large to remove roads, not about convenience but it is infrastructure. Closing it would have unintended consequences such as increased emissions due to vehicles having to drive the long way. Best to widen the cycle way
Closing trenerry cuts off access to my work (hawthorn and Camberwell) as well as the closest Woolworths, causing extreme disruption and delay in traffic/commutes
Consider signalised intersection at Trenerry Crescent and Johnston Street.
I can't understand how the benefits of this proposal outweigh the significant drawbacks. It may be an improvement for those isolated at home, but is a massive inconvenience for those who use this route for work and care. Hoddle st is already a mess!
Full road width speed bumps to properly slow cars, include another speed bump at the intersection where nobody stops (on northern end). Trim back vegetation hanging over bike lane on western side.
I use this route daily for school drop offs, grocery shopping, children to work, closing it and forcing me to take Punt Rd - which is over burdened is crazy.
I use this road when driving between Alphington and Sth Yarra to avoid the busy roads.
I'm concerned about council's motivation for this and find it alarming that this change is being proposed under the guise of increasing social distancing possibilities. If the concern is legitimate focus on widening cycle lanes & footpaths.
Please note, I have already submitted a vote, however I only voted for option 1. I am adamantly against options 2 and 3, but am resubmitting in case only voting for option 1 somehow voided my previous vote.
Keep it open. It is the only way I can pick up one child from school in Kew and make it to Clifton Hill in time to pick up my primary school child. Lots of families in this same situation with younger children and older children at different school
No closure of Trenerry Crescent should possibly considered and is disgraceful that this has tried to be pushed thru under the cover of the current pandemic
great idea!
Closure of Tren Cres partial or full will cause traffic mayhem in peak hour on Roseneath st, Noone st & Hoddle st b/n Heidelberg rd & eastern fwy resulting in C.H. residents having a much longer commute time for those of us who have to drive to work.

Attachment 2 - Online survey comments

I agree that infrastructure for bike riders and pedestrians along the trails should be world class. I also find the road is very convenient for driving North and circumnavigating the crazy Johnston St and Hoddle St traffic.
I would not support closure of trenerry crescent. I use this road many times per week as I live on noone street. Hoddle street traffic can still be horrible despite recent upgrade.
Install no right turn at lights in Roseneath and Ramsden st into Hoddle and no left turn light from Hoddle into Ramsden and Roseneath during peak times
We enjoy walking and cycling our neighbourhood. not being in conflict with rat run traffic would help make it safer. It would also encourage Healthier transport with locals feeling more confident to use a bike or walk as opposed to driving.
I don't want this road to be closed but it should be open for local traffic only. There is too much traffic/unsafe driving by vehicles coming through the Trenerry/Gray/Noone intersection. Policing/enforcement would be a good deterrent.
Regularly cycle that road plenty of existing infrastructure Its only busy in peak hours Reduce the mobility of locals more than others Johnson st already bad would be worse I really don't see what and who it would actually benefit to close that road
By closing this section to motorised vehicles, Yarra trail would be safer for all users, including children, elderly, and other vulnerable users at bridge next to sight falls and adjacent underpass. Additionally, No rat run traffic would be safer.
What is the reason for this proposed closure? As a resident of Clifton Hill, this underpass gives an essential alternative route to suburbs south of the Eastern Freeway, without adding to heavy traffic on Hoddle St.
As a resident of Roseneath Street, I use Trennery Crescent all the time. The only other option here to travel south is to attempt to join the often back-to-back traffic on Hoddle Street, which at peak hour can add 20-30 minutes to daily travel.
A zebra crossing for safe carriage for locals. My daughter goes to school in the area and we cross regularly. In peak times the crescent is very busy.
This is an important vehicular route for local residents and needs to remain open in both directions. Pedestrian and cycle routes should not be needlessly prioritised over cars. Additional path space could be built over the creek if necessary.
Please do it. This will reduce the speeding traffic on roseneath street and save the future lives of school children in the area.
Closing Trenerry Crescent is totally unnecessary, inconvenient and will isolate locals. Trenerry Crescent is the ONLY option to cross a major freeway without taking a significant detour to the supermarket, shops and work.
Close it permanently!
Would cut me off from shopping in Abbotsford, would have to go to Northcote instead. Would also make it harder to access restaurants and my dance studio in Richmond.
Please do not close this road - I use it regularly as a resident of Clifton Hill to go to the supermarket, and to commute.
This is a brilliant idea. I strongly support the trial closure. I would also strongly support permanent closure to cars. I often ride along this section of road and it is dangerous for cyclists.
Spend money on deterrent's to commuters using area as a rat run - I.e pedestrian crossings, half closures of streets. Someone will eventually get killed!. Excessive $ spent on 7 pedestrian crossings & resurfacing (2-3 times) of gold st - laughable!

Attachment 2 - Online survey comments

Trenery Cr should remain open to cars. I frequently use this road as a local resident to get around, avoid traffic/Hoddle St etc. Making safe & accessible bike paths is a great idea generally but I do not think closing this road is the best solution.
Please don't shut Trenerry Crescent, it will add half an hour to a trip to skew!!
It's the main connection between Clifton Hill and so many suburbs. Cyclists already have the option of the Yarra path. This leaves motorists with no other options, apart from taking Hoddle street which already has a traffic issue.
Please don't shut Trenerry Crescent!!
Please don't shut Trenerry Crescent!!
Closing Trenerry Crescent would make it very difficult for people in Clifton Hill to get to Kew!! Please don't do it!! I travel there regularly for doctors and physio appointments
there is more benefit to investing in the bike and pedestrian friendly nature of this space than optimising for cars; we should be slowly disincentivising both people relying on car transport as well as them zooming through a residential area
Peak hour traffic in Roseneath St is heavy, and makes walking to school (Spensley St) dangerous for the many local young kids. Full or partial closure would send a great message to all the keen walkers and riders and make the area safer for all.
It will just make Johnston st worse . It just makes another problem . It's about as smart as when someone from council proposed making certain streets have parking on one side.
Please don't close it !!!
Closing it all together will punish the locals. Closing only one way only helps 50% of the time. Either leave it alone or have alternating directional flow against peak hour.
I agree in principle with the proposal for using current circumstance to test road closures and open up more walking/cycling but question the logic of this particular spot.
Please don't close the road.It'll further clog roads leading to hoddle and out of Clifton hill, it'll force traffic on to the already busy hoddle st rather than allowing quick access to and from vic park/Johnston st shops.It's an extremely poor idea.
There are other measures that could be taken first, such as policing people running the stop sign at top of Grey and Noone intersection, speed bumps that actually slow cars down (my Mazda CX-5 doesn't need to slow at all for those).
Please don't close
Closing Trenerry Cres is a crazy idea. If the aim is to reduce traffic then we should trial a no left turn from Hoddle st into roseneath and ramsden in the morning. If the aim is to create safer bike lanes then do that. Don't Close the road too
Horrible proposal. If you're concerned about the "rat runners" make a "no left turn" into roseneath during peak hours. If you're concerned about bike safety implement signage for bike riders to use bike paths with better lighting, speed humps.
No closure!
No desire for options 2 or 3. I oppose the closure altogether
As a walker and bike rider in the area (turner street) who doesn't own a car, I think this is a terrible decision to block off the only route to Clifton Hill and outer suburbs outside of main roads, this will cause longer travel times and congestion
Excellent proposal that allows for safe park access at a time when the public green spaces are in high demand while car traffic is less and when it is, is less impeded by traffic on alternate routes.

Attachment 2 - Online survey comments

It is difficult and time-consuming to exit Clifton Hill by car, closure of Trenerry Cres will exacerbate this.
I support a permanent closure to make the corner of Noone/Gray St safer for pedestrians. Cars travelling north bound along Gray Street tend to travel at high speeds where many children and dogs are crossing the road to enter Ramsden Street Reserve.
Has there been any traffic modelling on the impacts of closing one of the four exits from Clifton hill during peak hour? Exiting Clifton hill via ramsden st is not viable because the train gates are down a lot during peak. It will be disaster.
As a local resident, Trenerry Cres is a crucial conduit for my kids' school drop offs. I am strongly against its closure as it means longer road trips and more fuel consumption. The money would be be better spent planting trees in local parks.
There are multiple other routes bike and pedestrians paths that can be used (I use them daily).
Please don't close it - it will have terrible ramifications for us
There are quite a few young families who drive through Trenerry crescent to take their young children to schools. Due to lack of public transport that cuts across from Clifton Hill to Abbotsford or Kew, the option of public transport is infeasible.
Strenuously opposed. Resident of Turner St for 30 yrs. Have watched increasing density of pocket around Vic Park. But it's difficult - even dangerous - to get out onto Johnson St. Either move pedestrian lights at VP station to Lulie St or NO to this.
Unsure of the logic of the closure or why this was put to a council vote. Whilst not a high volume road, acts as an important ancillary artery considering the traffic on Johnston.
How are we meant to cross the freeway ? Hoddle St at Clifton hill is already too busy And closing Wellington st wont help anything
Please do not close this road. It is of crucial importance to my family connecting Abbotsford to Clifton Hill. My son is enrolled in kindergarten in Clifton Hill next year and we live in abbotsford and we rely on this route to get there.
Temporary closure I'd upgrade work is necessary for better traffic flow in the future. Please, no permanent closure!
For residents in the area trenerry is quickest way out / in of CliftonHill. forcing residents onto Hoddle gridlock will worsen the situation. It can take 5 mins to join Hoddle from Noone, Very few cyclists use trenerry most use freeway bridge
Hi there What is the background to why the trial is required?
Although I agree some changes are needed, closing Trenerry Cres is not a good solution to rat runners, as it heavily penalises the residents of Abbotsford and East Clifton Hill. Please come up with more nuanced alternatives.
There will be even more traffic on Hoddle street which will negatively impact those driving to and from work. Trenerry Crescent provides an easier access for those living locally.
This idea of closing both lanes to cars is not appropriate and will cause so many traffic delays as Hoddle Street is bad enough with traffic banking up in the morning and after work. Closing Trenerry Crescent will negatively impact so many drivers.
Please do not close Trennery!
Closing off access to the inner eastern suburbs is ridiculous

Attachment 2 - Online survey comments

This proposal is an awful idea for local Yarra residents who want to navigate their local neighbourhood- please don't do it!
I walk here often and the path is difficult to use because it's so narrow. Closing the road and making it safer for pedestrians and cyclists sounds great!
The corners of the road are very sharp and many motorists do no slow sufficiently and cut the corners. Can you please other solutions to encourage drivers to slow down so they are not cutting the corners
This will limit our ability to get out of Clifton Hill. The other main exit is via a train line and it can take a very long time to cross during busy train times (I have been stuck for over 10-15min countless times)
this passage of road is the perfect Hoddle st bypass please don't close it
Trennery crescent is an important thoroughfare for Yarra residents. Nothing to do with COVID-19????
Shut the road both ways only during peak times. This would stop the traffic and allow cyclists to have a free run. Then car users could have access off peak
You need to look at how local traffic will head north with the right turn ban at Rich/Johnston, the difficulty and unsafe turn at Trenerry/Johnston, and the impossibility of this at Lulie/Johnston due to queuing. Where's the modelling!!??
Massive disadvantage to local residents that are driving to the supermarket in Abbotsford or driving to work in Hawthorn. Closure of trenery means they have to battle heavier traffic on hoddle st.
Only closing the Soutbound lane is the worst option by far since this disadvantages local residents the most but still allows all the traffic that tries to avoid hoddle st by trying to cut through Abbotsford and Clifton Hill. Very unfair to locals.
Traffic will be totally different during and post covid lockdown. I walk along there regularly. Currently lots of foot traffic with less vehicles which I'm sure will be reversed later in year? Makes no sense to have a trial now!
Shocking idea for those who live North of Johnston St in Abbotsford. I agree the footpath should be wider but this should not happen at the expense of vehicle access. I ride a lot & when I do ride North from Trenerry I go over the Eastern not under.
The Trenerry Crescent road is a major thoroughfare which significantly reduces the demand on Hoddle Street for those residents commuting between Clifton Hill and Abbotsford/Richmond. This closure would place significantly more pressure on Hoddle St.
I do not believe that this is suitable as it would further create congestion's on main arterials to complete basic shops.
From a local Clifton Hill resident who uses the underpass regularly to walk, ride and drive I think this is a terrible idea.
This is an important arterial road link for residents in Clifton hill. I ride my bike along there too and don't believe that it's necessary to eliminate car movements. This will create a lot more traffic at the few other points of egress in CH
This is a crackpot idea! I am strongly opposed to any road closure of Trenerry Crescent. Forcing me to drive on Hoddle St instead is counter-productive for the Climate Emergency plan. Less confident cyclists can walk this short distance. Scrap it!
If northbound closes, install right turn arrow at Hoddle & Roseneath; already too busy & will increase as only access to CH east. Also, if any closure permanent, widen the footpath east side of Trenerry under the freeway - currently narrow/awkward.
This is a useful thoroughfare and closing would offer no advantage???

Attachment 2 - Online survey comments

Three month trial would be good to see how affected people are. Another option would be 3 month close of north bound traffic then 3 month trial of south bound traffic
I often use this underpass as a pedestrian for exercise and to commute to work in collingwood. The pedestrian path is so small! I love this idea, especially if you plan to bring some grasses/plants up there too- Create a bigger green belt!!
Need to widen the bike path under the freeway to avoid the drains and at the bend near the pedestrian overpass. Can you compulsorily acquire 1m of land from the AEU?
could you expand the walkway out into the creek to allow both traffic, walkers and bikes.
Please don't close the under pass. You will be penalizing local Clifton Hill residents. If you won't to stop heavy traffic in the mornings have regular police blitz heavy fines for non residents. It's a stupid idea forcing more traffic on Hoddle st.
I frequently use the Trenerry Crescent route via car to connect my self with my family and friends who live in North Abbotsford. There is already an overpass for cyclists and pedestrians and this should be flagged as the correct route instead
You will create major traffic holdups in residential streets of Clifton Hill especially Roseneath and Ramsden Streets. This would also become unsafe
The great about Clifton hill is the access to Abbotsford and Kew. Our son attends school in kew and we drive him via Trenerry cres. Closure of Trenerry would add travel time and we don't want our children on public transport during these times.
It will create more traffic trying to get out of Clifton hill. There is already too much traffic on Roseneath st and Fenwick st. And Ramsden st exit is hopeless with the level crossing. It will also make getting to kew and the farm longer.
This is a terrible idea, I use this road to get to work, it's the only route I can go on without going onto busy Hoddle st, adding more congestion to roads. There are 3 options for pedestrians to go from Abbotsford-Clifton Hill so this is not needed.
I am voting for full road closure at this point, however would also be happy with closure of just the northbound traffic from Abbotsford to Clifton Hill. I live on Yambla street and am impacted by the high level of traffic coming up Yambla.
If you do trial it can't be done during lockdown as it is not a true representation of what traffic would be in Johnston and Hoddle streets. As it is the no left turn into Trenerry during peak is idiotic. If you live in CH
It would reduce traffic trying to avoid HOddle St and cutting through the small narrow streets in Clifton Hill. They are often over the speed limit and not very courteous to local pedestrians including Mums with Prams Kids and pet
I agree that bike lanes need to improve down this road. But this should not result for the street to close for drivers that pay for the roads
The only option to stop non local traffic is to stop people turning into Trenerry Cres from Grey Street - 7am to 9am and from Johnston Street - 4pm to 6.30 pm. There is a no right hand turn sign from Johnston Street which has NOT been enforced.
The nearest supermarket for essential supplies at the Hive is most easily accessed by this route. The level crossing intersection of Ramsden Street and Hoddle Street is unsafe and difficult to cross. Use of safer routes should be encouraged.
Johnstone street is already ridiculously congested - this would make it much worse. Find ways of addressing issues on that street first. Than deal with other side issues

Attachment 2 - Online survey comments

Outside my house is the school crossing on Fenwick. On a daily basis, the ratrunner cars speed and drive in such a reckless manner, that is only a matter of time before a child or will be killed or maimed. Sam
The road is there for the cars not the bicycles . There are bike paths for bicycles. Why should I have to go all the way out Johnson st to punt road in order to go to my daughter's place in Rutland st in Clifton hill.
Admittedly I do use this road in both directions, however, it is extremely busy during peak hour (pre-covid days). I think a trialed closure is a great idea for the neighborhood. Also makes the area more appealing for walking etc.
Strongly oppose the closure of the Trenerry underpass.I purchased my property in Rutland Street Clifton Hill due to the ability to use the underpass to get to schools in Kew and the supermarket.The closure will triple the travel time to these areas.
will cause unnecessary FURTHER congestion on other roads and at other intersections that are already heavily congested during peak times There are alternative existing bike paths for those not confident to use this part of the road to ride bikes
As a resident of Noone Street, this would force the use of Hoddle Street for travel in and out of Clifton Hill towards the south. This is a highly dangerous road and already on of Melbournes most congested. I am strongly opposed to any closure/trial
How does this help climate change when it forces us to drive further to get to the Eastern suburbs?
I can't see anything to justify the closure - where is the information that would support this as being a worthwhile strategy and what does modelling show would happen to other roads? The traffic won't disappear it will just further clog other roads.
insane idea. We live very close 2 C Hill end, Its a vital Link to Abb'd, Rich's, beyond. Most of shopping is there Hoddle not viable alt've for many hrs of day Traders hate 2 lose chill biz. rat runners bad but, lesser of 2 evils. Bad bad idea
This road is the only truly accessible link for my partner to get to work in Hawthorn. Without it, she (and many other residents) would be forced to take Punt Rd, adding to the already extreme congestion on that road at peak times. PLEASE DON'T
This is an important road link from Clifton Hill and beyond to Kew particularly for access to secondary schools - Johnstone Street is already congested and getting worse with the amount of development. Closing Trenerry would be a disaster!
Widen the bicycle lane over the river with our closing the road.
If there was a way to ensure only local traffic used the road, signs etc, would be preferable
This road provides quick access to my elderly in-laws who live in Kew which has become even more essential during Covid to get there quickly and avoiding Hoddle street traffic.
I use Trenerry every day to get my daughter to and from school in Kew, so I fully support it remaining open. It's closure would also increase traffic on Gordon Street where I live! How about pursuing the level crossing removal on Ramsden St instead??
The Rat running is bad. However in the East Clifton hill enclave, it is just so difficult to go in or out with all the one way streets. Gray street and trennery cres are our ways in and out to most things eg shops, school, etc without using hoddle
I don't see the logic in this as those who have to travel from Clifton Hill to Kew have to go into to Hoddle Street and not to mention the amount of traffic this will cause in already busy areas

Attachment 2 - Online survey comments

As a driver, cyclist + pedestrian user, pls widen the footpaths + bridge bn the 2 footpaths on either side of Merri Ck. No direct vehicle access to Aford/Rich/Kew = longer trips using main arterials of Hoddle St and the E. freeway = worse congestion
This would significantly impact my commute to work each day, which I'm required to drive to. if this were to go ahead, the traffic light turning on to punt rd/Hoddle st from the end of Johnston must be adjusted to allow to turn right with an arrow
Both closure options should be tried.
I would use this frequently on my bicycle commute if it was closed to traffic in both directions. Great initiative.
We need this road are you crazy??? It keeps us from adding to the traffic nightmare on Hoddle st. Don't close it please!
YOU WILL JUST BE PUSHING CAR TRAFFIC INTO THE STREETS. WE are surrounded by so many parks. you dont need to close a tiny passage of the road people need to just use common sense. I walk around this area a lot now and Ive never had a problem,
This spot is really dangerous. There is no reason anybody should be driving here. You should be discouraging people from driving and encouraging people to be more active and reducing carbon emissions.
These roads are part of the reason we live where we do. We have quick access to Kew, Abbotsford and Richmond without the need to hit Hoddle street. Closing roads pushes the traffic issues elsewhere and adds further congestion to Hoddle street.
I think all of us want more ped-friendly options, but this is unlikely to realistically change behaviour around car usage ('addressing climate change') and will just push drivers to use another route (Hoddle St. is already very busy). No other ideas?
terrible to redirect traffic to surrounding area. conduct proper road works to widen the road? Closing it seems like a cheap way to make some people happy and a lot of people annoyed. I think there should be a better solution that accommodates all.
COVID-19 drives so much change for the better
As a cyclist I see no need to close Trenery Cres to vehicles. I have never felt unsafe riding along this part of the road and I ride this path to and from home twice daily. Closing it would be a nightmare for local residents who drive. Fully opposed!
Although it seems like this is designed to minimise through traffic using trenerry crescent thus making it safer for cyclists, it's a severe disadvantage to residents and punishes them for something other people have done. Explore another option!
As a Clifton Hill resident, the closure of trenerry crescent would cause alot of problems for me. I would advise the council re-evaluate this terrible proposal.
As a rider, walker and driver who lives 500m from the proposed closure I fully oppose the decision. I have never felt unsafe riding or walking on this part of the path. Cutting off Trenery cres would significantly impact my travel time to/from work.
Strongly do not support closure of this road to cars in any direction. Would support widening of the footpath/bike path (not listed as an option here), but do not support any impact to current car traffic movements in either direction
A trial of a full road closure is a fantastic idea. The very narrow footpath on Trenerry Cr is a major impediment to active and safe travel here. Perhaps it would be ideal if the steel road barrier was removed for the duration. Exciting!
This is a much needed thoroughfare & allows the avoidance of Hoddle St. Traffic off & on Hoddle St via Noon, Ramsden & Roseneath st already get congested. The closure will add to congestion & will not create any significant space or additional safety

Attachment 2 - Online survey comments

There needs to be allowances for the residents that live in the suburbs connected by this important road. Surely motorists, pedestrians and cyclists should all have EQUAL access to this road and to their own suburb.
Love this idea, helping cyclists & pedestrians social distance but also residents in Clifton Hill east who encounter quite a bit of traffic cutting (racing) through our residential streets.
This area (bordered by Hoddle St, Ramsden, Eastern Fwy and Yarrabend Park) already has limited access points. Closing Trenerry Crescent would force local residents on to already congested roads and cut it off from the local Abbotsford community.
With covid and restricted exercising having this road closed to ensure there is walking and linking paths in a safe manner is responsible. ATM people cannot safely pass each other. Also encourages people to act in line with stage 3 restrictions,
This road provides easy access between Clifton hill and abbotsford. I use this road to travel to the local IGA or to work in hawthorn as it is the quickest. There is ample bike paths including the eastern fwy overpass and one just over the river.
I do not think closing this part of the road would achieve the desired results and would block emergency access to Clifton Hill and Abbotsford. With recommendations to stay in your location there should be less traffic of all kinds,
I am totally opposed to any road closure and am appalled at the fact that this has been proposed during the Covid crisis, when appropriate consultation cannot take place and the community is experiencing significant stress.
I'm a resident of Clifton Hill and I use Trenerry Crescent to travel to the grocery store (at The Hive on Victoria St). I find this route far more efficient and enjoyable than using Hoddle Street and competing with all the extra traffic.
This would force more traffic to the already heavily congested Hoddle street
I would also like to see more suggestions on how to reduce the "rat run" effect of Trenerry Cres through Abbotsford and Clifton Hill. feel that closing southbound lane won't reduce the ratrun effect as significantly as closing northbound lane.
Would be difficult to get to Spensley st primary School The only option available to get to Clifton Hill would be via Hoddle street Closes access to businesses in that area, they will be affected
Please focus your attention on more important public spaces
A round about at Gray and Noone Street would be a better option.
This is an important road for local commuters to use
Trenery crescent is a vital throughway for local traffic and it would severely impact residents.
Please do not close this important road for commuters
This provides very limited advantages for a small area at a huge price of restricted movement in and out of East Clifton Hill where I live.
Trenerry has become a significantly more congested road over the last decade. Higher density living and an increase in traffic volumes generally has seen this local road become a major thoroughfare. Thanks for your initiative on this Yarra.
For people who have children at school/work in Kew etc, losing Trenerry crescent would cause a significantly longer journey. It is not necessary to lose it to offer safer roads for cyclists, there are better options.
Great Idea! Oakland was pretty successful with this

Attachment 2 - Online survey comments

I live on Roseneath st and the Trennery route is crucial to me. My partner works in Hawthorn and also uses it daily. The alternative route via Hoddle st can take 20 mins+ Longer each way when traffic is backed up, which is an unacceptable increase.
The road should not be closed, however the council should create a new bike path that is separated from the road for safety.
What would be the purpose of closing this section of road? What are you proposing the benefits to be?
would prefer no right hand turn in the afternoon from Fenwick street to Heidelberg rd
would prefer no right hand turn in the afternoon from Fenwick street to Heidelberg rd
It is grossly unfair to limit traffic. This is a thinly veiled attempt to appease the Clifton Hill residents who hate the fact that people drive through their suburb.
It will be impossible for me to travel from Abbotsford / Kew to Clifton Hill in peak hours, as you cannot make a right turn at Hoddle St and head towards Clifton Hill. Forced to drive to Wellington Street or Gold Street (& cut through side streets).
I often use the Yarra Trail for walking and cycling. It's narrow and badly congested under the freeway. Full closure of Trenerry Crescent is a great idea.
There are currently multiple walking pathways to cross between Abbotsford and Clifton hill and only 2 ways for cars - Trennery Crescent and Hoddle Street. This blockage would only increase traffic on Hoddle. It does not serve any purpose
I use this road every day. It would add so much time to my commute.
Personally, closing this road will add about an hour to my commute time every day. Community wise, this a is a public road that services people from all over Melbourne - I don't think Yarra residents should have the final say on its use / existence.
Hello We own a home on Park St Abbotsford and my son attends Spensley St Primary School in Clifton Hill. Closure of this road would create a real problem for our family in getting our children to school daily.
About 20 years ago we were asked this question and I supported the closure of Trenerry Crescent. Unfortunately not enough people supported the idea but I still believe it would greatly improve ammenity of the area and hope we can at least have a thre
Stop the war on vehicles
Stupidity will inconvenience everyone
I am against the closure as closing an arterial route between small and interconnected suburbs makes connection between these two suburbs difficult (Turning right on to Hoddle st from Abbotsford is currently very difficult)
I understand many people use this road to bypass Hoddle st, but this is an important artery to connect Clifton Hill and Abbotsford without going via Hoddle St (a nightmare at peak times considering there is no right turn from Johnston st)
I have submitted this and ranked my preference as there was no option to just do one . I feel there should be an option to pick only one . I do not agree to 3 month trial partial or complete closure . My preference is to leave it opened .
Cars would travel south down gray, realize Trenerry is closed & reroute via Noone towards Hoddle. No one street traffic would increase and bottleneck at Hoddle. No change please !
do not close trennery crescent please.
Given the increase in bike riders during this time, it's a great idea to make the roads safer for them!

Attachment 2 - Online survey comments

Closure would make travelling between my children's two schools far slower to
Permanent closure of both lanes plz Daily rat race with 1000s of cars breaking law ignoring turn ban sign Dangerous next to Victoria Park for young children & older residents As a cyclist it is VERY dangerous under bridge Someone will be killed soon
There are much better options to control rat-running than closing Trenerry Crescent. Integrated & holistic traffic calming is the best solution - as it also improves amenity to locals & cyclists. Off-the-shelf video technology is another solution.
I am an essential worker in a primary school and putting my life at risk at work. I am in class with students working face to face. It adds 15 mins 2 'get to work' journey- there plenty space already! Don't do this please! Isn't the risk hard enough?
Trenerry Crescent should stay open to all traffic from Mon-Fri, but vehicle traffic be banned over the weekend. This would save a significant amount of time for local residents & avoid congesting other popular roads, such as Hoddle Street.
I am a local & I cycle & drive. I prefer Trenerry Cres to remain open to cars as it provides quick access to Abbottsford, allowing locals to avoid Hoddle St. As a cyclist I don't see the need to block off this road as I think it is unnecessary.
We are Abbotsford locals with primary school aged children who go to a Clifton Hill School - Spensley St PS. We use Trenerry Crescent as our driving route to school. If it is closed, we face a more than 20 minute extra commute time each way.
I require access from Abbotsford to Clifton Hill as my kids go to school in Clifton hill and I want to feel connected to the community in Clifton Hill
Closure-minimal effect on safety & safe distancing Abbotsford/Clifton Hill car access blocked, motorists forced onto Hoddle St Cyclist have options –Yarra trail Freeway overpass Dismount & walk on footpath Slow traffic with other control strategies
Most of the complaints I see my fellow residents make could be resolved by more appropriate road engineering within Clifton Hill. The amenity Trennery Crescent provides is one of the reasons I moved to Clifton Hill.
How are cyclists more at risk than riding here than on any other road? It's a useful road to keep Clifton Hill accessible. I ride, walk, run, and drive in the area and just can't understand the logic.
Please put 1. lights at the intersection of Grey St and Noone Street 2. More pedestrian crossings - to slow traffic 3. More speed bumps on all streets not just the larger streets , would like to see them on Rutland St .
We require road access to Clifton Hill as our children go to school there. Our community in Abbotsford need to feel connected to the community in Clifton hill.
Add traffic lights for pedestrian crossing at end of Trenerry Cr (Cnr Grey and Noone St).
This will be a major inconvenience and cause additional travel time getting in and out of Clifton Hill. It will cause congestion on Roseneath, Ramsden and Noone St as traffic that normally filters through Trennery Crescent will be funneled here.
Trenerry is the main driving route to various suburbs such as kew, Richmond, Abbotsford ect., if this were to be cut off the traffic would build significantly in other routes resulting in more congestion around Clifton hill which is already a problem

Attachment 2 - Online survey comments

Unclear what the problem you are trying to solve. If bike/ pedestrian safety is the issue, have you considered roundabouts, lights, betrer bike lanes and roomier walking paths away from the road? Seem like a not-in-my-back-yard traffic issue!
Ideal to remain open for residents as many families locally use trenery cres to take kids to school to the kew area
I'm disgusted to think the council would even consider closing one of very few access points to Clifton Hill. Like many, I use this route daily to access work/shops/social. This idea considers only a minority and fails to support our local economy.
There is no need to close this road. I use this on a daily basis to get to Clifton Hill and to Fairfield.
The NIMBYism of my neighbours astounds me sometimes. As if their house prices aren't high enough, they need to stop poor people like me from getting in and out of the place... and I live here.
As a regular cyclist & ped & occasional driver, I don't think closing trenerry will markedly improve safety for cyclists & pedal; safe options exist already. Proper enforcement of existing restrictions would deter through traffic w/o disadv locals.
This road is a lifeline for avoiding extremely heavy Hoddle St traffic for commuters to work in Kew and surrounding areas. The removal of this road would incur at least 15 mins extra travelling time to some peoples commute. Maybe widen footpaths?
If this road is not closed, speed bumps should be installed on yambla st
This is unneeded; I have no experience of the road being busy;forcing traffic onto other routes through Clifton Hill would be an issue.There are other more pleasant & convenient routes.I also have concerns about emergency services accessing the area.
I haven't received a letter re-community consultation. There is already a bicycle track 15 m away. I really don't like the fact that you are restricting residents from moving through our own area. The ranking system...is ambiguous. I chose option 1.
If the closure does not receive enough votes, propose putting speed humps on Yambla street.
This would leave only three options for cars to exit, two to Hoddle St, one to Heidelberg Rd. I an emerg evac needed, we in trouble. More options for improvement for bike paths than roads. I personally use Tren Cres every day to get to work.
I think this makes sense for the purposes sought - there is limited room on this road for cyclists and pedestrians as it stands
I use this road way regularly to travel to Abbotsford and Richmond.
I am totally against this closure
A full or half closure would be great. Good luck with it!
Slow the speed of cars and separate cyclists with greater safety measures, more speed humps etc. This is however a key route for locals avoiding punt road traffic
The most Ridiculous proposal I have ever heard! Close a road that I use quite often, as would many residents that reside within clifton hill. This is just completly idiotic and there is no need, as there is alredy plenty of open space in the area.
Fantastic initiative. Closure to vehicles will have huge benefits for peds, cyclists and residents, boosting to local amenity and improving safety by preventing Trenerry, Lulie and other local streets being used as rat runs. Do it and keep it.
I am not interested in any of the other 2 proposals. You are going to make the residents of east Clifton Hill constantly use Heidelberg road or Hoddle street. Closure of the road is revisited every few years. What part of no closure is not understood

Attachment 2 - Online survey comments

The road does not need to be closed. It is a local road. The amount of non local traffic needs to be managed.
I drive from Clifton Hill to Richmond 2-3 times a week for appointments. Trenerry Crescent is the quickest and easiest way for me, otherwise I'd have to go on hoddle st, which can be slow and backed up w traffic. I am TOTALLY against this closure
I live in an impacted street (ie. traffic). I would benefit from closure however locals need to be able to access both sides of the freeway without Hoddle st. This is far more important. This was proposed & rejected a few years back.
Bike riders are using the foot path because the road is dangerous placing pedestrians at risk. At the very least, one lane needs to be closed
Increased lighting for pedestrian and cyclist safety. Currently it is abysmal.
Trenerry Cres is an important connection for Clifton Hill residents to Abbotsford. Closure will be substantial disruption to amenity for residents as we seek to stay local for shopping (accessing the Hive). Hoddle St is always a terrible alternative.
This sounds like a fantastic initiative and I am really excited. I live on Yambla St and the amount of through traffic is the moment is huge. There are people regularly speeding down Yambla St, accelerating rapidly over speed humps. I can't wait
Trenerry Cres provides a pivotal connection for locals to essential services in Yarra. For me, I have to drive to childcare and my gp clinic this way. Other roads are very much out of the way, congested and limited access (no turns allowed, etc).
This does not make any sense in shutting off Trennery Crescent. It completely disadvantages those of us in East Clifton Hill who use this daily in both directions. Going down Hoddle is absurd the traffic is horrendous. Not happy
Other things can be done for our public spaces -a diseased tree near us on The Esplanade over the playground was removed and has not been replaced for over a year - this would provide much needed shade and more greenery. Please don't close this road.
Make the cyclists use the bike lane that already exists along the Yarra. Stop right hand turns from Trennery into Johnstone st. Simple.
Please do not close Trenerry Crescent. This road serves a significant role for local residents to drive from Clifton Hill to Abbotsford (where my child goes to school) or the Kew region. Any closure would cause significant disruption to many.
Most populated part of clifton Hill being disadvantaged by such a ridiculous idea. We need our access to the south at all times of the day and in the reverse. Hoddle St a joke.
I live on Fenwick yet PASSIONATELY believe this road should remain open both ways, we use this daily to access Kew+ I observed very little traffic during pandemic & a significant reduction since the completion of the Hoddle Street widening in 2019
A completely absurd idea. stop using Covid-19 as the reason. There is already a perfectly good bike/pedestrian path in existence along the Yarra at Trennery crescent.
Please consider the elderly local Residents when making your decisions, not just the able and young cyclists. I am totally against any closure of Trenerry Crescent as it gives an alternative to using Hoddle Street for the locals.
I fully support this closure, this is a dangerous road for cyclists and the Yarra trail has been too crowded with stage 3 restrictions to safely walk while remaining socially distanced. This is a common rat run and should be fully closed.

Attachment 2 - Online survey comments

This would increase the isolation of Abbotsford from Clifton Hill and vice versa. More could be done to keep bikes off the footpath and keep bikes safer on the road.
I think it's a great idea to open up these spaces for bikes and predestination and would also have the benefit of slowing down and cutting out cars racing along Roseneath St on the morning and evening "rat run" through Clifton Hill.
Closing our street would effectively make my young family housebound. It would severely limit access to our local community (parks, sports, walks, river, shops, cafes). We walk and cycle a lot - but we also need road access in both directions.
The affected section of Trenerry Crescent is crucial to accessing the Eastern Freeway from my home. Closing this would negatively impact my ability to access work and to assist my elderly parents.
Terrible idea. Closing Trenerry Crescent to cars is necessary to keep people safer. I cycle to most places and when I need to travel that way, I use the Merri Creek trail to avoid cycling on the road. Closing the road will inconvenience residents.
As a resident of the eastern part of Clifton Hill this closure would mean having no way of leaving the area by car except via Hoddle St. As well as highly inconvenient, this concerns me from an emergency evacuation situation eg train line accident.
Trying to wrap this proposal with the pretence of helping climate change or helping covid safety and recovering is highly manipulative and basically dishonest. I am a very keen bike rider and know this area very well. I also need a car for work here.
While I support the trial I feel that it's promotion as an active transport and COVID response issue is disingenuous. The key issue is, and always had been, 'rat-running'.
This heavy handed proposal significantly reduces accessibility to/from Clifton Hill by car. We regularly walk along the creek here - and the social distancing issues we face are cyclists using the footpaths instead of bike lanes provided.
Greatly improve safety for pedestrians + bike riders at this location, a weak point in the Captial City Trail. Reduction of rat-running in surrounding streets a side benefit. Also assist with social distancing in the Dights Falls area.
Closing that road will mean the only way to head north is from Hoddle street. Already that intersection at Johnston st can take 10 minutes to get through. We don't think it's a good idea to make it any worse.
Hi, the Trenerry Cr 2 way rd is the only way that locals in Clifton Hill and Abbotsford can properly connect driving without entering Hoddle St or the freeway. Its our local access to the recycling depot, shopping and the freeway. Its essential.
To improve foot, bike and road safety, it would be useful to widen the footpath along the underpass, make it cantilevered over the creek, and wide enough for pedestrians and bikes. This would be an improvement for COVID, environment and longer term.
Do not close Tren Cres. It is a vital north / south link for locals in CH and A'ford, used by locals to access childcare, schools, shops, restaurants, health care + Other options - Hoddle St or Chandler Hwy increase time, distance, envir impact.
Absolutely opposed! This rd is our only viable option to access our childcare center. Cyclists already have 3 options- freeway overpass, yarra bike path and a bike lane! Why take away the only option the rest of us have!! Appalling move by council.
I use this road on a daily basis to get on the free way for work. This will add atleast 30min to my daily commute back and forth from work. Please do not shut this road.
It would force residents on the northern side of the eastern onto (heavily congested) Hoddle St in order to get to the supermarkets on the south side. The closest on the northern side are miles away. The benefits do no not make sense. Don't do it!

Attachment 2 - Online survey comments

Great Initiative! Good stuff Yarra
This is extremely inconvenient for those travelling to and from work using this road daily. Other routes take double the time to get onto this highway. Please DO NOT close this road.
Some indication that one needs to drag the options to the space provided would have been helpful.
This is an awful proposal. We use that road to and from Victoria St for food and other supplies without having to add to Hoddle traffic. It's lightly trafficked, has plenty of space for pedestrians and cyclists and should remain open.
Great initiative! Well done!
Please do this! It's far too dangerous to walk or ride along there and with COVID there are lots more people. Want to see it closed for cars permanently and would help stop rat running
Have there been any cases of accidents or near misses involving cyclists or pedestrians? I'm surprised that the council didn't even bother to mention that (assuming that you looked into it).
Let's give it a trial but I doubt I will be in support of a permanent closure
I think this is unnecessary and Trenerry Crescent is a valuable thoroughfare to our local community. What would be more valuable would be to police road users (including cyclists) to ensure compliance with road safety regulations.
As a Clifton Hill resident I enjoy the access that I have with Trenerry Crescent, but am very frustrated with the amount of non-residents that use this road.
We're trying to fix some think that's not broken. For 10years used this path most days, no one has ever suggested such changes. With 100's thousands of dollars temporary closure would cost? We could help 100's of homeless, with food and shelter!
There is a bike track only a few meters from the rd. There is no need to block off the road. This will force more cars onto Hoddle Street and cause more danger at the clifton hill level crossing that already has several near misses every week.
Trenerry Crescent is a vital connection for us twice daily from home to school. It makes more sense to close off the Trail to pedestrians and let it be a bike path only for the three months or visa versa.
Our daughter has a hearing impairment which requires her to attend school in Kew. This change will reduce her ability to access school. This puts more cars onto Hoddle St. This will seriously reduce the available amenities for Clifton Hill residents
I am fully against closing a lifeline between Clifton hill and Abbotsford that is largely used by residents. There are a number of less invasive solutions (widending path to increase bike lane, increase signage for existing Yarra/city trail.
I made my comments in an email set a few days ago. Closing Trenerry Crescent would split the communities of Victoria Park and East Clifton Hill in a way that would be unacceptable to me and to others I know who live in these areas.
As 250 characters was insufficient, I have sent an email from x with my comments and suggestions. My wife and I strongly oppose the closure of Trenerry Crescent.
Is there any intention to upgrade the road surface and walkways in this period?
As a parent of 2 children aged under 5 years (and a doctor at The Alfred, Victoria's busiest trauma hospital) it would be wonderful if the speeding rat-runners could be eliminated from Clifton Hill East.
This is a terrible proposal. Demonstrate how an Abbotsford family would get to Spensley St PS or Walker St Kinder? Many parents drop their kids before work so need to travel by car. Johnston St, Hoddle St are already so highly trafficked. Ridiculous!
-Remove SB guardrail -Use COY's planter boxes at either side of closure, in combination with yellow klemmfix for delineation.

Attachment 2 - Online survey comments

-Use paint or large stickers on SB lane to make a SUP space & place (eg Stewart St paint job) -Retain NB lane to EasternFwy
^^ was hard to find this page - accidentally commented on 'making space' first. This is a real user-conflict area where bikes, pedestrians and cars aren't safe together. Trying full closure will give the best indication of what canwork in thefuture
I object to any closure of Trenerry Crescent. Any closure of Trenerry Crescent will have a significant and material detrimental impact on my entire family. We use Trenerry Crescent for School, University, Sport, food shopping and employment purposes.
I am a local resident. I fully support Option 3. I recommend removal of eastern guardrail to increase functional width of footpath. The access to Eastern Freeway is absolutely CRITICAL during AM peak (Lulie>Johnston>p-turn Hoddle is a nightmare!)
This will be hugely detrimental to the many Abbotsford families with children attending schools in Clifton Hill. The commute to/from school EVERY DAY will increase by 20+ minutes . The only other access is several km's away (Wellington Street)
Closure is an unnecessary burden to locals, increase CO2 pollution by added excess km to what is an efficient connection and create a community disconnect for all but particularly those who have disabilities and can't just ride their bikes or walk.
This is a local road for local people
I live in Noone street clifton hill. I regularly use trenerry cresent to go to richmond, to avoid Hoddle street. Most times hoddle street is very difficult to navigate. There is more than an adequate bike track. Please leave as is.
This is an important connection between Clifton Hill and Abbotsford. This is the route to our GP doctor in Clifton Hill and community kindergarten.
In short: - bicycle amenity not increased - safe walking lanes already provided - amenity relates to noise complaints which should be addressed through sound proofing infrastructure - closure is from special interest minority, not wider community
Most of the trenerry traffic is not local Many really want to turn at Hoddle. Squeezing them into the smaller Trenerry creates problems, blocking Johnston st anyway! Evaluation is needed else it is guesswork and self-interest!
As a cyclist and sometimes-driver, I support the temporary closure. I would like to see Trenerry made safer for cyclists and pedestrians, and I'm happy to go around on the rare occasions when I have a car. Thanks for taking action on climate change.
I support the move and think that regardless, additional steps should be taken to widen the bridge across the merri creek nearby and widen the footpath along the creek that is used by pedestrians and cyclists.
I don't think closing a road that is used for a lot of vehicles during peak hours is your best option. Find another solution.
None
Please ensure that community engagement and consultation is well advertised. I only found out about this issue through an informal Abbotsford resident network.
Already enough space, enough bike lanes on road/trails/nearby streets. Plenty of wide footpaths, an overpass over freeway. Southbound closure will shunt ratrunning traffic onto Roseneath / Noone St as no left turn signs in CH not enforced.

Attachment 2 - Online survey comments

This is an outrageous idea and does not take in to account the use of the road for long term clifton hill residents. I am unhappy that this is being guided as a covid plan. It seems disingenuous.
I live on Trenerry Crescent and use the road to get to and from my work in Fairfield every day. Having to turn right onto Johnston street from Trenerry Crescent during busy peak traffic times in the morning would significantly increase my travel time
Needs to be backed by preventing southbound cars turning left from Hoddle into Roseneath and Ramsden. There is a rat running problem but oppose idea of cutting community in half (and our access to primary school) to solve it. Let's find a better way.
Do not close this road. It is a very important connector between Abbotsford and Clifton Hill communities. Pls explore better connectivity and usage of the adjacent bike paths should access improvements be required for bikes/peds.
This section of road is an intrinsic link between two suburbs. Closure to vehicles will be extremely detrimental to local residents. Please repurpose less arterial streets or disused spaces to achieve the intentions of this trial.
My sugguestion is to extend the width of the footpath rather than restrict the only connection to Clifton hill. During peak hour traffic right hand turn onto hiddle from johnston st is closed how will residents get onto the eastern freeway?
Trenerry Cres is the only non-main road linking Abbotsford to Clifton Hill. Closing it to vehicle traffic will make the two communities feel much more separate. Other options (ie widening bike lane) should be adopted instead.
This is such a terrible idea.
It is disgraceful to try and sneak this proposal through under cover of COVID-19. It is similarly disgraceful to demand "preferences" in this survey, rather than allowing people to express an unambiguous view. I strongly object to this proposal.
Please do not close Trenerry Crescent to Vehicle traffic! We do not pay our rates for you to inconvenience us!!!
Please do not close Trenerry Crescent to vehicle traffic. Many of us need it!!!
Let's give it a go and see how it goes! My ongoing concern as a cyclist is poor cycling routes from Abbotsford going north to the city. Is there an option to consider extra cycle lanes to address this too?
COVID 19 and climate change are drivers for this? Please, can I have my rates refunded? I ride Trenerry Cres often, it's hardly russian roulette. If you've run out of ideas on how best to spend council money, please get in touch., I have ideas.
I have family on the other side of the underpass, I go to Clifton Hill shops and do my grocery shopping, doctors, local business, recycling centre. The traffic on Johnston/Hoddle is a disgrace - no clear ways for residents to exit. Do not support.
I do not wish any rank towards option 2 or 3.
This is a dumb idea that will only inconvenience local residents. To address any perceived safety issues the Council should investigate making this route local traffic only, as the back streets of Clifton Hill continue to be used as a short cut.
I use trenerry crescent to visit my mother (when allowed!) who lives in hawthorn. Having to go out to Hoddle street would increase the time significantly.. I am opposed to this.

Attachment 2 - Online survey comments

The traffic on Roseneath St, Gray St and Noone st during peak hours is dangerous, rat-runners cut through all the time making the area less safe for children. The closure would encourage bike riding and make the whole area safer. Please close it.
Trenerry Crescent should be a space for all. I love that I can walk or ride along there. I equally value the ability to drive under the freeway to access Abbotsford without having to deal with hoddle st traffic. Note there is a walkway over Freeway.
A trial of a full closure of Trenerry Crescent is a great idea. The ranking section's instructions were not clear but I assumed that the top option was the one that you preferred.
The listed options will create problems and I'm far from happy with them.
I do not support closing partial or full
What a great idea! I'm curious to find out whether the traffic around Clifton Hill East is due to local traffic, or people using Trennerry Crescent as a short-cut - trialing a temporary closure of the road is a great way to find out.
The options listed will create more problems for traffic and the residents of the area.
I think this is a really good idea because it will make space into trennery crescent to socially distance and it will help stop people just coming into our suburb.
I think this is fantastic!!!
Completely unnecessary and will inconvenience everyone who lives in the South East pocket of Clifton Hill and North West pocket of Abbotsford. Reducing the only convenient option to cross a major freeway within several kilometres is ridiculous.
Love to see roads being reclaimed for pedestrians to make more liveable spaces. However, underneath a freeway isn't exactly a peaceful oasis. It's dark (additional streetlights, please) and there's overhead traffic noise. Reclaim more streets!
Bikes can use the 3 other options. Yarra trail, footpath or overpass over the freeway.We use this underpass to transport kids to kinder, get to shops and other places.If you want to reduce traffic stop cars turning into Clifton Hill from Heidelberg
I DO NOT support any closure of Trennerry Cres. I live on Trennery x Turner st I use this road daily to access the northern suburbs. Hoddle is not an option as turning lane closed in peak. There's 3 ped options there- footpath, overpass & bike trail
I do not have a rank of my preference. My choice is solely NO CLOSURE
This closure will cause major inconvenience to the locals, especially for those who lives on the eastern end of Noone Street
Closing this street will increase traffic along Roseneath st (which is already dangerously busy). Closure would not be necessary if there was some effort made to enforce the 'no right turn' restrictions around Trenerry Cres
This is a terrible idea. We live in Clifton Hill and travel via that underpass daily to transport children to kinder, to commute to work Etc. The alternative of going via Hoddle Steet would add significant time to each journey.Bikes can use the paths
How is the banning of cars meant to stop the spread of COVID-19 among pedestrians, especially those away from the road? Any closure would negatively affect local residents in accessing local parks, schools and amenities.
Getting to the freeway from our home (on Trenerry Cres) is very difficult with no right turn at Johnston and backed up cars. Keeping northbound open would ensure morning access.
Many people I know use this route to access my house and if it was closed it would clog up Hoddle and Johnston St more. Is there someway creating new bicycle and walking route instead?

Attachment 2 - Online survey comments

Closing Trenerry will force local residents onto Hoddle, adding to traffic congestion. Instead, make Trenerry open to local traffic only, from Johnston up to the eastern side of Clifton Hill. Also, prohibit right turns from Trenerry onto Johnston.
This northbound access to Clifton Hill is extremely important to me, and one I use every day (in usual times) to get to work.
The northbound connection between Abbotsford and Clifton Hill is very important to us, as it offers much easier access to the northern suburbs, and also relieves some of the pressure on the Johnston St/Hoddle St intersection.
I live right near Trenery and closing it will seriously impede my ability to shop in Abbotsford. The only other shopping is way north in Northcote, and there are simply not enough facilities in Clifton Hill to close it off from Abbotsford.
Transiting via Johnston st is often less safe as inadequate right turn infrastructure is currently present, with multiple near-misses and collisions often occurring.
Closing the only convenient access for SE Clifton Hill is completely ridiculous. Trenerry Cres has ample bike lanes, speed humps w/ walking trails nearby. This plan pushes us onto Hoddle St a busy and dangerous road. CH community opposes this plan.
With the closure of the proposed section of trenerry cres would mean greater congestion on the Hoddle st/ Johnston st intersection, increased journey times northbound, including access to the eastern freeway and Clifton hill area.
Commuters outside municipalities using Trenerry Cresc as a rat-run! Great opportunity To encourage more cycling, walking, outdoor activities as area around Vic Park becomes more populated. Reduce emissions from vehicles - go green
Closing traffic both ways would force more traffic onto Johnston Street which is already congested between Trenerry & Hoodle (esp with construction happening). It's also difficult to turn safely right into Johnston st at certain times of day
Forcing local traffic onto Hoddle and Heidelberg road is a poor option 30 or 40kph signage and more speed bumps; smoother bike path are better uses of ratepayer dollars
Living on this street I am aware that this is a very important connection between Clifton Hill and Abbotsford. It would be more unsafe to push local traffic onto Hoddle Street. Please don't close this road.
please do not close Trenerry Crescent, especially because it provides key access to the Council recycling station, which I need to use my car to access.
Closing the road would let us walk under the underpass with our baby safely, and it will be much safer crossing the road Grey St. This 'rat run' is used by motorists that speed/break other road rules re no right turns. Fully support!
I own and live in an apartment on Trenerry Cres and think this is a terrible idea for many reasons. I'll feel trapped and like I have lost access to the north east and Freeway if this goes ahead. Walkers/cyclists have other options. Do not box us in.
You should also consider a series of those one-way chokepoint traffic restrictors along here, so traffic can go either way, but if there's lots of traffic, it's very slow to get through. Way too many rat runners endangering our streets
I strongly support this proposal.
Trenerry Cresent is mainly used by non-local traffic to cut out some of Hoddle Street and Heidelberg Road. This traffic diverts into local roads which contain plenty of pedestrian traffic, including school children during morning peak.

Attachment 2 - Online survey comments

I would be strongly against the trial and it's not clear as to the point of it. For bikes there are a number of options, bridge , or Yarra trail (with increased signage), widen current footpath. I currently use these all theses options as a cyclist.
I thought this matter was disposed of after the previous community survey. There is no need for a trial at all!! Any closure of this road will cause severe hardship for residents of Trenerry Cresc. in accessing the freeway Eastwards
Do not close this road, your reasoning makes no sense and its our only access to Clifton hill otherwise its unsafe right hand turning into huddle.
This is one of the most undemocratic and ridiculous proposals I have seen by any council. This push is led by a small segment of non local activists. Any change should benefit all users and there is no need to remove access to any other users.
It would be detrimental to north Abbotsford residents to close or limit Trenerry Cresent. I am strongly against any closure in part or in full of Trenerry Crescent.
This road is used to get onto the freeway and clifton hill , so we do not put extra strain on Hoddle street which is already at capacity
This road is used to get onto the eastern freeway. In the mornings there is no right into punt road .
I think this is a great idea and long overdue. Please also look at removing or at least redesigning the ridiculous double speed humps on Roseneath St. All they do is ruin our suspension and local residents, they do nothing to stop peak hour traffic
Full closure of Trenerry is not an option without a traffic light at Trenerry and Johnstone to allow vehicles to turn right and get on to Hoddle St.
This is the stupidest proposal ever, this is a main road that is used to avoid Hoodle Street and the main access road to and from the closest supermarkets to the whole of Clifton Hill, theres bridge that already connects Main and Merri Trail
I don't have any interest in Options 2 or 3 - keep Trenerry Crescent open!
Option 4. Half road closure of North bound traffic. Option 5. Traffic lights at Trenerry and Johnston Sts. Both of these options address traffic cutting through from Hoddle St and making illegal turns at the Johnston St intersection.
This is possibly the most ridiculous idea that I have heard recently. Would the traffic go back onto Johnston/Hoddle Street making congestion even worse? If this is about covid 19 and social distancing, close the road to pedestrians and cyclists.
This is a fantastic idea that will make Roseneath Street a safer place for families and residents.
Traffic lights at the corner of Trenerry/johnston to allow better traffic flow.
There are already ample off-street cycling and walking tracks in this area. Closing Trenerry Cres. would only create unnecessary inconvenience, and increase danger for locals having to use busy Johnston & Hoddle St to access schools at peak times.
This concept was canvassed several yeas ago through a comprehensive community consultation program. It dropped after strong negative feedback. Even a three month closure is unacceptable.

Attachment 3 - Email submissions

Response 1	I am writing to you regarding the latest agenda item for the 23 June council meeting regarding the trial transport projects. I have submitted a response for tomorrow's meeting but am messaging you here as my full submission is longer than allowed and seek some further information. The proposed transport, movement and access trials are a good initiative for public safety, health and improving the current road hierarchy, particularly to support cycling. The strategic move of not letting a good crisis go to waste is also appreciated and I fully support these trials in these times. However, a comprehensive analysis of traffic conditions (before and after), community consultation and transparent process must be adhered too. Traffic surveys and evidence to justify their permanency post-trial needs to be transparent and open for discussion via good community consultation. Concerns: Trenerry Crescent closure: - It is expected that this will cause significant delays to local community traffic in the Clifton Hill pocket bordered by Heidelberg Road to the north and Hoddle Street to the west. Without any southern access point, it will divert all traffic towards these major arterials. Whilst I understand this is the desired outcome and will prevent rat-running through this pocket (which there is a substantial amount of), it does require serious consideration of the impact to this community. It will cause significant delays for local traffic which will now be funneled towards these state arterial routes which already experience substantial congestion particularly at peak times. Further, there are 3 main exits for residents from this pocket, being Roseneath, Ramsden and Fenwick. The use of Ramsden Street as an exit from this pocket already experiences heavy delays due to the level crossing, leaving only 2. - Does the benefit to cycling outweigh this impact to local vehicle traffic? What are the cycling volume rates for this road? I can imagine they are not massive as I ride here most days. Alternative safe cycling routes on the merri creek and capital city trails already exist in this area, making the benefit to cyclists less pronounced. Further, existing speed bumps and bike lane make it reasonably safe. I have had very few issues cycling this part of Trenerry Crescent. - Have traffic and cycling surveys been done for trenerry crescent prior to covid? If so could you please provide me with them. - Notwithstanding, I am supportive of the trial period for which I hope there is transparent and clear community consultation at the end to determine its viability into the future. Assessment Tool - I am unsure where to find this assessment tool and this should be made available for transparency reasons. Could you please provide this as I am interested in the criteria that these projects met to be put ahead of other ones and if a list of the other projects examined could also be provided. Submissions of support: I am a regular cyclist around Yarra and I fully support the trialing of these projects. I make the following submissions of support for the below projects: Wellington street mid-block closure - similar to Napier street this will stem the amount of cars travelling through this area, re-prioritise cyclists and pedestrians as the predominant road user and strengthen wellington street further as a cycling corridor. Fully support! Contra-flow on park street - this will take advantage of an under-utilised space and is needed given the amount of cycle traffic along the capital city trail. Centre median preventing east-west movements across Nicholson Street - I ride this part most days and acknowledge that it is quite a dangerous intersection for cyclists. Lessening the amount of vehicle east-west movement will greatly improve our safety. Fully support! Actionable Items: - Traffic and cycling surveys for Trenerry Crescent to provided if available. - Assessment Tool as described in Council report to be provided if available. - List of other projects examined using this Assessment Tool. I hope this submission can assist in this project and look forward to hearing a response regarding the above items.
Response 2	Hello. I think the flag about Wellington, Johnston and Nicholson St work needs to be reworded, as Wellington doesn't intersect with Nicholson St?

Attachment 3 - Email submissions

	I fully support the proposal to close Trenerry cres, but it doesn't seem to be on the map. As an Abbotsford/Vic Park local resident the benefits of reducing traffic flow on Trenerry cres outweighs the negatives. Cars use the road as a rat run to avoid Hoddle St, which is damaging to our local community. When I cycle under the fwy using this road I feel unsafe and have been passed by cars dangerously close.
Response 3	*Please go ahead with Blocking Trenerry Crescent - use this space for bikes , green space and clean air - cars = pollution*
Response 4	*'Great ideas! Now that we are back in lockdown, could we also trial closing Trennary Cresent to car traffic? (bikes still allowed). The east side of Clifton Hill is used as a rat-run because of the "short cut" to Johnson street. It makes it tough for kids to walk/ride/scoot to school, and challenging to walk around in general. I know it is a tough one, lots of locals love the convenience, but I think a trial would let people experience the benefits, particularly when no one is in as much of a hurry... Thanks for keeping on experimenting.*
Response 5	*I am a Victoria Park resident, living in Maugie St which intersects with Trenerry Crescent.* *I am very well aware of the through-traffic problem on Trenerry Crescent during peak hours on work days (prior to covid-19 restrictions).* *I write to strongly object to the proposed closure of Trenerry Crescent to vehicular traffic. The only thing worse than the current situation would be the closure of this street. Such a closure would cause enormous inconvenience for the residents of both Victoria Park and East Clifton Hill. These are close communities, and we frequently use Trenerry Crescent for our own legitimate, local purposes. For example, I have friends I regularly visit in East Clifton Hill and I use the shops and businesses along Queen's Parade. East Clifton Hill residents frequent the cafes etc in Johnston St. A closure would split these two communities and is thus unacceptable to me and surely to many other residents.* *I would also like to point out something that should be obvious: no trial makes sense during the existing work-from-home restrictions. There is currently greatly reduced traffic on Trenerry Crescent. But I sincerely hope you abandon this trial, and I will most cretainly vote against it.*
Response 6	I am writing to Council as I was recently informed that Council had floated the idea of shutting Trenerry Crescent and I wanted to see if there was any truth in this. I would be deeply concerned if this was even remotely thought of as Trenerry crescent is a necessity to the residents of East Clifton Hill for accessing our own neighborhood without having to battle with either Hoddle Street or Heidelberg road.
Response 7	Thanks for your time and attention to this matter, and your continued service to our community. Also, great progress on the Elizabeth St improvements! As a resident of Abbotsford, and City of Yarra, I wholeheartedly support closing Trenerry Cres to through motor vehicle traffic. Why? Because this *opens* Trenerry Crescent to walking, cycling, playing, more peace and quiet and a more beautiful space along which we live. Not to mention our climate *emergency* policy. Not only Trenerry, but the routes it services. From a transport perspective, this is an important step to "decouple routes" which is a long-standing Dutch technique (offset grids for motor vehicles and active transport) and akin to the Barcelona 'superblocks'. https://streets-alive-yarra.org/30-km-h-superblocks/ Of relevance to me, as a resident, is the through-rat-running from Johnston, north through Trenerry impacts other bike routes such as Yambla St. Yambla St is supposed to be a bike way, but it is not fit for purpose. This bike way, marked by sharrows (statistically shown by a U.S. studies to _reduce_ cyclist safety) has a high volume of rat-running traffic. I've been hassled here numerous times. Last time I used this route to ride my kids to Collingwood pool, I was honked at and verbally abused by someone with me ultimately reporting the incident to the police. The offending driver was of the opinion I had no right to be on this road. He felt taking up the street as a single occupant in a large, polluting vehicle was more important than me on a bicycle with two kids, despite he having many alternative route options, and me very few. This is the level of expectation when motorist traffic takes over our residential streets. Might is right. With this route failing, I now take a less direct and less practical route. But I'm more persistent than most. For cycling to flourish, routes need to be direct, efficient, safe, desirable and enjoyable. We have our climate emergency policy, and with areas like the CCT with a daily crush of people unable to maintain spatial distancing, this is the perfect opportunity to fix this. Just as I no longer ride here, bicycle traffic along this route is dysfunctionally low.

Attachment 3 - Email submissions

	For these routes to function, they need to filter out through motor traffic. We already do this on many of our best streets, such as Napier St and Canning St, which once again are in Melbourne's top-10 preferred safe cycling routes (https://medium.com/crowdspot-blog/bikespot-2020-results-10b62d3e49d5). Ask anyone along these streets if they want more motor vehicle traffic, and I'm certain the overwhelming response will be 'no thanks'. Trenerry rat-run traffic continues north through Gray and Yambla destroying those bike routes, and amenity of the street. These streets should be easily accessible to families and kids to ride, scoot and walk. This represents an important intergenerational shift towards low impact transport options, and demand for a more liveable environment. The benchmark is these streets supporting children to ride to school, the pool and their friends' houses. I'm more than happy to provide additional details on this, or collate responses from the BAC.
Response 8	I strongly object to the closure of the Trenerry Crescent underpass because it: * would remove a vital car access between communities and to the south and south east, * would significantly impact car-dependent vulnerable residents, especially during COVID 19, and * misses the opportunity to extend good road-sharing practices already deployed locally. I am shocked to hear that you proposed to close the Trenerry Crescent underpass to cars, an essential local connection between 2 highly connected communities, without even consulting local residents most affected by such a drastic and apparently unjustified loss of amenity. **Amenity for all Users** The Main Yarra Trail and the overpass provide additional amenity for walkers and cyclists, and local school access if this is required. For vulnerable ratepayers dependent on cars, it would be a terrible loss of amenity to lose: *local, non-arterial road access between Abbotsford and Clifton Hill, and *less trafficked access further south and south east for Clifton Hill residents who frequently use this less pressured road access to get to local shops, libraries, medical facilities and family activities. Council's Response to COVID 19 acknowledges that reduced use of public transport will increase the need tor use of cars. This will be particularly true for the vulnerable and those with reduced mobility. **Is Safety Really an Issue?** Does any data support closure for increased safety? Trenerry Crescent has many speed bumps and pedestrian crossings and two roundabouts. There are well marked bicycle lanes. The Main Yarra Trail and the overpass are nearby and accessible. There is increased traffic at peak hours, but is there any actual data to show: * whether It is excessive, * how much is relatively local, and * any actual impact on safety? **Less Drastic Options** Were other less drastic options considered? Some are already implemented successfully elsewhere in Yarra. For example: * additional bike lane marking, such as viba-lines and green paint (as listed in council's Bicycle Strategy), * speed reduction to 30km (such as in Wellington St between Johnston and Alexandra Parade), * traffic calming chicanes to discourage peak traffic in Trenerry Crescent or at pinch points in the underpass. These work well in: — Hodgkinson St between Smith and Wellington St, and — Noone St (between Wellington and Gold streets). Options that support improved amenity for all road users would: * be better than closing off local communities, * maintain options for the vulnerable likely to be increasingly car-dependent during COVID 19, and * extend good road sharing opportunities. My say I oppose any closure of Trenerry Crescent. My preferred options are * option 1, no change * option 3, partial road closure trial. If a partial road closure is trialled, I would prefer the flow to be north to south, to provide non-arterial exit

Attachment 3 - Email submissions

	from Clifton Hill to the south and south east. Before any trial, please quantify the traffic flow data in non-lockdown conditions to establish whether peak traffic really is is a major issue, and publish any accident data. In addition, first trial less drastic options for improving road sharing, such as: * chicanes * lower speed limits * redirecting bike traffic to the overpass and Main Yarra trail, and * additional bicycle lane marking.
Response 9	*Hi there, I support council's work in increasing bicycle infrastructure and parklets. I'm a big fan of Yarra council and think you are very progressive and proactive and great.* *However! I have only just heard tell of the possibility that the Trenerry Cres underpass beneath the freeway may be closed. This would be a complete disaster for my family - we drive our son (he is an extremely reluctant cyclist - believe me we've tried) from our home in abbottsford to spensley street primary.* *Having to take Johnston street and then hoddle would not only take us vastly longer but would also be very stressful and unpleasant. Our present route via Trenerry cres works well - it doesn't seem overly congested, we are considerate and careful of cyclists, and we drive at an appropriate speed.* *I fully support safe and secure cycle ways (I am also a cyclist) but this would cause major problems for people who are using the underpass legitimately and not doing anything wrong.* *Please reconsider this option!*
Response 10	I Live in Lulie St and cannot believe the proposal to cut off vehicle access at the underpass under the eastern freeway in Clifton Hill. For COVID reasons?! What an over enginneeed idea for a handful of cases. Think about how cut off the Abbotsford side will be from freeway access?Forcing all of us to clog up the already congested Johnston Rd and Hoddle sts. I've heard this has previously been proposed but was soundly defeated. Is this a case of someone using COVID as an excuse to resuscitate a pet project? Appalling. A few reasons to not do this which centre around road safety And to avoid congestion for both drivers and pedestrians. 1. Trenerry Crescent provides safe access to the freeway for those in our area. Especially at peak times, it is verging on dangerous trying to traverse the 3 roads which can access Johnston St and perform a right hand turn. 2. Further to point #1, the traffic which uses this underpass is then redirected back to Johnston St is then redirected back to Johnston St also - a nightmare that will endanger both motorists and pedestrians particularly with new apt blocks and shops near Lulie and Johnston st. 3. Several council services, including the recycling depot, is critical to our residents. We already have challenges with waste and recycling as it is. 4. Emergency Vehicle Access. As seen, Johnston st in peak hour is already dysfunctional. How will these services get to Abbotsford/Clifton Hill residents?
Response 11	I am writing to oppose the proposed closure of Trenerry Crescent. I live on Turner Street in Abbotsford and will be directly impacted by any closure. The following are my reasons for opposing the closure: 1. Trenerry Crescent provides safe access to Clifton Hill and to the freeway for those in my area of Abbotsford. Especially at peak times, it can be quite dangerous trying to access Johnston St from Lulie or Rich St, and perform a right hand turn into traffic. 2. In addition, the traffic which currently uses the Trenerry underpass would instead then use Johnston St, making Johnston St traffic even worse than it already is further hampering safety. 3. I commonly use my car to access the Council recycling depot via Trenerry Crescent, as a means to reduce my carbon footprint. I cannot deliver my recyclables to the depot by foot or by bike. We already have challenges with waste and recycling as it is, which would be made significantly worse by limiting access to them with the proposed changes. Yes, I could drive around via Johnston and Hoddle Street, but that is difficult and very congested (and woudl be made more so by closing Trenerry, as noted above).

Attachment 3 - Email submissions

	4. I am a cyclist (indeed, our household of 3 people owns six bikes — we like our guests to have a bike too). I entirely support the improvement of bicycle infrastructure. However, there is already bicycle access between Abbotsford and Clifton hill with both the underpass and an overpass. Any changes to improve this should not remove infrastructure for other vehicles which are critical to local residents. 5. Parts of my area of Abbotsford are in the Clifton Hill primary catchment zone. Reducing access between the suburbs would make access for children who need to be driven to school worse. 6. The underpass provides important emergency Vehicle Access. In peak hour, an emergency without Clifton Hill access would be a complete mess. 7. Bikes are important, but they do not provide a transport solution for everyone, such as people with young children and disabled people. Accessibility should be considered for ALL residents in all situations.
Response 12	Before COVID-19 I lived in Noone St Clifton Hill, unfortunately I have had to move with the pandemic but I loved living in Yarra. I would regularly use Trenerry Cres as a driver, cyclist and pedestrian. Pre-COVID in the morning and evening peaks there was a constant stream of vehicles using Trenerry Cres as a through route. As a result it is not a pleasant or safe route for cyclists with cars accelerating hard and braking hard between the speed bumps. Often this would cause less confident riders to (illegally but understandably) to use the small pedestrian footpath on Trenerry Cres under the Freeway. With the unprecedented reduction in travel demand caused by the pandemic I believe its a great time reclaim some of our road space for people - all be it on a trial basis. As such I applaud Yarra for the Making Space initiative and specifically proposing to trial closing Trenerry to traffic. With the parallel Hoddle St having just undergone an extensive upgrade to increase its traffic capacity I believe taking some local space back for people is justified and consistent with promoting active/sustainable travel.
Response 13	Thank you for attempting to address the issues for cyclists and pedestrians, particularly along Trenerry Cres, Abbotsford. While I feel this area does need to be urgently addressed, I don't think that closing the road is a permanent solution. I would like council to consider using this time to build better infrastructure for cyclists, pedestrians and drivers passing through between Abbotsford and Clifton Hill by widening the footpath under the Eastern Freeway. The three-way intersections of road and footpath at the top and bottom of Trenerry Cres, including the Capital City Trail path, are unsafe for pedestrians, cyclists and drivers in their current state. Given the current need for social distancing, none of these paths are even wide enough to accommodate passing safely. The intersections also lack proper signage and line marking for all users.
Response 14	I have only just heard about the proposal to close Trenerry Cres at the underpass (and the apparent rejection of this proposal by Yarra City Councillors). As a resident of Clifton Hill East I am very much in support of the closure - I'm sick of our suburb being used as a rat run. I grew up here (it was a rat run twenty years ago) and recently moved back (rat run is much worse). What is the Council's plans moving forward regarding the potential closure?
Response 15	Please please please please do NOT stop vehicle access on Trennery Crescent. Oh please do NOT. It is essential. Please leave it alone. Can council please just do something that makes residents happy. Gee. Look at what Pace has done to our beautiful community. Who approved that? Wow! So inappropriate. Leave Trennery Crescent ALONE.
Response 16	I live with my wife and baby son on Abbott St in Abbotsford behind Victoria Park. I heard today about the planned closure of Trennerry crescent earlier today. This was one of the most undemocratic and significant breaches of proper process that I have witnessed from the council. The road was closed for a period of time with absolutely no consultation and no due process had been followed. It all seems that no proper planning permits or approvals from the Department of Transport had been obtained. Secondly, to put such a proposal under the guise of COVID is seemingly a trojan horse to rush the ideology of individual councillors where no research or justification supported such a position. It is astounding that councillors believed that this was the appropriate course of action in a democratic society. I am personally impacted by COVID with an immunocompromised baby in the middle of a pandemic, and the use of such an umbrella to achieve this outcome is offensive. Also particularly surprising given the upcoming council elections. The road was closed just after our 3 month old baby, Xavier, spent four weeks at the Royal Children's hospital with cardiac and breathing issues. He has a congenital heart defect requiring ongoing management. We had one emergency situation at home where the roadblocks had the potential to impact the outcome of that situation negatively should emergency services had approached from Clifton Hill. Our 3 month old son needed to be rushed to the Royal Children's Hospital emergency which the underpass was the most viable option. I trust that the appropriate councillors would have taken responsibility for this if it had not turned out well.

Attachment 3 - Email submissions

	In regards to the proposal which I believe is back on the council agenda my wife and I are strongly opposed to the proposed closure for the following reasons: Trenerry Crescent provides safe access to the freeway for those in our area. Especially at peak times, it is verging on dangerous trying to traverse the 3 roads which can access Johnston St and perform a right hand turn. This was made significantly worse already with the changes Vic Roads made to the Johnston St/Hoddle St intersection a couple of years ago. Further to point #1, the traffic which uses this underpass is then redirected back to Johnston St making that situation even worse than it already is further hampering safety. Several council services, including the recycling depot, is critical to our residents. We already have challenges with waste and recycling as it is, which would be made significantly worse by limiting access to them with the proposed changes. There are also several parks and local Clifton Hill businesses we frequent for which would no longer be viable, reducing the utility where we live. We support the upgrading of bicycle infrastructure. That said, there is already bicycle access between Abbotsford and Clifton hill with both the underpass and an overpass. Any changes to improve this should be upgrading existing infrastructure, not removing infrastructure for other vehicles which are critical to local residents. There are 4 different options for cyclists to cross the freeway of which 3 do not use the Trennerry Crescent at all (Yarra Trail, Overpass, Underpass via Lulie/Maugie St to Hoddle St path). Parts of Abbotsford on this side of the freeway are in the Clifton Hill primary catchment zone. Reducing access between the suburbs would make access for children who need to be driven to school worse. Emergency Vehicle Access. As seen, Johnston st in peak hour is already dysfunctional. The path from Clifton Hill provides a critical secondary path for emergency service vehicles to access. In peak hour, Victoria Park precinct traffic would be forced to Johnston St, further worsening the congestion further blocking off access as well as blocking a secondary route. While bicycles are an essential part of the equation, accessibility should be considered for ALL residents in all situations. Not just catering for one set of users based on ideology. In regards to our son Xavier we have at a minimum, one visit to RCH every week where we regularly need to take the Trenerry underpass, especially in peak periods. Due to his immunocompromised status, it is too dangerous to take any alternative form of transport other than our private vehicle. A bicycle is also not a viable alternative to this. With all of that said, I fully support the upgrading of existing bicycle infrastructure provided it does not reduce the existing utility. I am frequently a user of the roads as a car driver, motorcyclist and cyclist. I support enhancing infrastructure for all 3 options. Making access worse, especially for those disadvantaged and requiring accessibility is not an appropriate action. In light of all of this, the proposed changes would decrease utility and likely impact property values in the area. We specifically moved into the Victoria Park precinct because of the excellent access options. This seems to be an agenda driven by a small vocal minority with an anti car ideology which does not represent the majority view. If every suburb which didn't like extra traffic coming from somewhere simply blocked off the only access, our road network would be an unworkable mess. There is a very good reason that Department of Transport is reluctant to close roads off generally, nevermind without consultation. It is also clear that there has been no research or evidence supporting the planned action. Ultimately the area is reasonably quiet however we still live less than 3km from the CBD. In that context, the traffic problem is not that bad on the Trenerry underpass. The COVID social distancing justification was farcical and does not pass the pub test. I suggest councillors treat their constituents with more respect only a few months out from re-election and remember we live in a democracy with due process. I also happen to chair the Owners Corporation for 42 townhouses. I am usually relatively quiet on council matters. Several neighbours and I would actively campaign against any member who supported this proposal. The way several councillors have conducted themselves in regards to this so far is shameful. This is an issue

Attachment 3 - Email submissions

	where those of us who are usually quiet and have an ambivalent approach to City of Yarra's councillor antics, will not be so quiet. The ordinarily quiet residents will be watching how this progresses with interest.
Response 17	I am an East Clifton Hill resident and have lived in Fenwick Street for some 30 years and now live in O'Grady Street. I am very well aware of the through-traffic problem on Fenwick Street (and streets in the vicinity of Fenwick Street) and Trenerry Crescent during peak hours on work days (prior to covid-19 restrictions). I write to strongly object to the proposed closure of Trenerry Crescent to vehicular traffic. The only thing worse than the current situation would be the closure of this street. Such a closure would cause enormous inconvenience for the residents of both East Clifton Hill and Victoria Park. These are close communities, and I frequently use Trenerry Crescent to visit friends in Victoria Park and to get to shops in Richmond and Kew. I also frequent restaurants and businesses in the Victoria Park vicinity. It would be inconvenient to travel via Hoddle Street to access these shops, cafes and businesses and would cause Hoddle Street to cater for extra traffic. Victoria Park residents frequent the shops, cafes and businesses in Queens Parade (and I strongly believe in keeping strip shopping alive, which we need to do on Queens Parade)! I would also like to point out something that should be obvious: no trial makes sense during the existing work-from-home restrictions. There is currently greatly reduced traffic on Fenwick Street and Trenerry Crescent. I sincerely hope you abandon this trial, and I will most certainly vote against it. I do consider that there should be some restrictions on through traffic (the "rat runners") during peak hours on Fenwick Street and Trenerry Crescent and that would money better spent by the City of Yarra (perhaps boom gates or some form of car registration recognition for residents……just a thought!).
Response 18	As a resident of 88 Trenerry Crescent Abbotsford - with regards to the closure of the Crescent - we are in favour of a temporary full closure between Dights Falls & Grey Street. There is sure to be complaints however a 3 month trial would not hurt anyones ego!!!! Regards Darrell Morgan (Apt 14)
Response 19	I have voted at the yoursay website but was unable to fully comment as the comments field on the site was too limited. Based on what information is currently provided, I am opposed to the closure proposal, and offer the following comments:- - Abbotsford precinct north of Johnson St would be hemmed in, with great difficulty accessing Turner St, especially during peak times, and with access to Queens Pde Clifton Hill shops, etc, made more difficult. - Do not understand the reasons the proposal, as stated reasons ring hollow and are without evidential substantiation. - Have counsellors who own property in Trenerry Cres/Grey St absented from the voting process due to potential perceptions of conflict of interest ? - Please disclose to Yarra residents how each counsellor has voted on the Trennery-related proposals - What about vehicular-pedstrian interaction safety issues in Little Turner St, where there is no signage and no speed restrictions. - Does not solve Eastern Freeway noise issues in Abbotsford, where there is an absence of contemporary quality acoustic (noise) pollution barriers adjacent to the Yarra River crossing area.
Response 20	I was heartened to receive a flyer inviting feedback on the Making Space initiative. Now is an excellent time to re-evaluate our streetscapes to make Yarra a more livable city. However, this project doesn't appear to be making much space in reality. I encourage you to go bolder! For inspiration, I implore you to read: - I've Seen a Future Without Cars, and It's Amazing by Farhad Manjoo for the New York Times; and - Happy City: Transforming Our Lives Through Urban Design by Charles Montgomery The proposed closure of Trenerry Crescent sounds great in theory - I do feel unsafe riding my bicycle around this corner - but other areas could better meet your goals for pop-up parklets and recreation. The underpass is dark (additional streetlights wouldn't go astray) and the overhead traffic noise hardly evokes urban oasis. I'm disappointed that none of the other areas marked for Making Space seem to do much for pedestrians. Granted, I'm no urban planner, but I can think of other streets that would benefit from an expanded Making Space program. For example, Park St in Abbotsford, between Johnston St and the laneway southward, is already crowded with pedestrians, cyclists and motorists moving between supermarkets, cafes and their homes. A pop-up park here would allow for physical distancing, and its proximity to several cafes would also

Attachment 3 - Email submissions

	draw idle pedestrians off busy Johnston Street's sidewalk. As we've seen in projects like the park outside Seddon's Sun Theatre, where these parks are close to hospitality and community businesses, they're well utilised and promote public safety.
Response 21	I don't think this road should be closed however I believe there should be a speed hump installed on the northbound section of the road before the bend (please see attached). Cars travelling at 40km/h around the bend may encroach on the bike lane and having a speed up prior to the bend may allow for enough time for bikes to move along from the blind spot beyond the blind corner. Prior to Covid work from home arrangements I would ride to work every day and as an experienced cyclist I think there are far more dangerous road locations that should be focussed on. The BikeSpot 2020 program highlights these.
Response 22	The web address given twice on your hand-delivered "flyer" earlier today is incorrect. It should be: https://yoursayyarra.com.au/makingspace/trenerry. The 170 words/1,044 characters limit on the webpage proved insufficient for me. I favour the 2nd of the three options proposed for Trenerry Cres, that is "full road closure" (and, as well, permanent road closure), for slightly different reasons. In my estimation, the traffic in adjoining Roseneath St – and probably more so in Yambla St – has doubled over the past 10 to 15 years (not to mention the increase in noxious petrol fumes for local residents). This is primarily caused by so-called "rat runners," especially in both the morning and evening peak hours, seeking short cuts, that is, seeking to avoid negotiating the very busy Hoddle and Johnston Sts intersection. Unfortunately forbidding outbound traffic from turning left into Trenerry Cres in the evening peak hour has proved to be absolutely useless. There is the opportunity now to fix this local traffic problem. The "Vehicle Classifier System" boxes currently installed around Clifton Hill, e.g. in Roseneath St, will in this present climate of COVID-19 be giving a false – that is, lower – reading of vehicle traffic than was the case immediately prior to COVID.
Response 23	-"I live in noon street. Trenerry crescent is my main way of getting out. Closing it means I have to plough in to Hoddle Street. -If Trenerry crescent is closed my access point is only via Hoddle Street. Trenerry gives me an access which is easier to get out. - The argument about making it Southbound - why don't you make it the other way? - I don' tunderstand what the argument is.. to create more space. I'm not quite sure what this has to do with a road. - 'I'm assuming what they're saying is that they're expecting us to walk down Trenerry on the road itself' - (i don't understand) 'to help yarra delivery on new climate emergency' argument. This does not seem to bear any relevance. - If the argument is that there's the trouble with that road is that the bike riding on the mary capital trail, the bike riders impeding on the pedestrians, in order to get them off the train you need to get them onto a road, the issue is get rid of the cars. Why don't they just say that? - Make sense in your arguments. You're making a long bow. I would prefer they didnt shut it because I need access to get out. If i didn't have a preference I don't want it to be shut so that southbound would be shut. I would prefer northbound. '
Response 24	We would like to oppose the Trenerry Crescent closure for the following reasons. • Trenerry Crescent is the only convenient access point for South East Clifton Hill residents seeking access to shops, businesses, and amenities South East of the freeway. To close the crescent will push everyone onto Hoddle St which is a busy and congested road and reduce the liveability of a large pocket of the suburb. For example: accessing the nearest fully stocked supermarket with parking suitable for parents or those with access issues (The Hive) would require residents to have to turn onto Hoddle St. Since the bias of the lights are so heavily in favour of keeping traffic moving on Hoddle St it is common to sit at those lights for 15-20minutes before you can even turn onto Hoddle during peak periods. The trip would end up taking 30-40minutes! This will severely affect the liveability of the SE Clifton Hill region. Especially those living in the area working full time jobs who tend to need to visit the supermarket during peak traffic periods. It is noteworthy that this directly goes against the listed goal of 'reducing greenhouse emissions' via closing Trenerry, which to be

Attachment 3 - Email submissions

	honest was a very poor argument at best as it doesn't serve to get cars of the roads, just diverts them around a longer route. Clifton Hill is a beautiful suburb, but access to shops for food simply isn't one of it's strong points and this just makes things harder. • As a keen cyclist I feel Trenerry crescent is one of the safer and easier cycling routes in the area with a 40kms per hour zone and adequate bike paths. Closing it to traffic is simply unnecessary. • Trenerry Crescent already has ample cycling paths and walking paths along it and this will not increase or decrease useability of the area to pedestrians or cyclists. To state the road closure will likely 'reduce the spread of COVID-19' is harebrained at best and really quite obviously trying to touch on a hot button issue. • Re making access better for schools. The nearest school is 1.3kms away from Trenerry Crescent, Spensley St Primary School. This primary school isn't zoned for anyone south of the Eastern Freeway so the point is completely redundant and again obviously, trying to touch on hot button issues. • It unfairly disadvantages anyone seeking to access Clifton Hill (businesses, parks, school or visiting residents) from the South East such as Abbotsford, Kew Hawthorn. For example someone coming from Kew will be require to drive West along Johnston St, crossing Hoddle (no right turn) performing a U turn during traffic, attempt to turn left at Hoddle St, drive North on Hoddle St, then either turn right onto whichever street is required or doing another U turn on Hoddle, driving south and then left onto the required street. Madness! This creates multiple dangerous instances and would double or triple journey times during peak traffic periods. I would imagine some people would simply take their business elsewhere rather than go through this, for those with no other choice we end up with the same amount of cars on the road, driving longer and having to take more risks and adding to congestion with a longer journey. The vast majority in the local community who travel and commute for work/access to food do not support this decision. I feel like there may have been a vocal minority pushing for this (if anyone has been, because no one seems to want it?) without adequately considering the effects and inconvenience it has on people.
Response 25	Customer would like to give feedback regarding proposed closure of Trennery Crescent in Clifton Hill. She doesn't want the council to close the road in any way. She thinks it's absolutely ridiculous that the council would isolate people in east Clifton Hill, as it means they have to go onto Punt Rd/Hoddle St/Heidelberg Rd and nobody wants that in peak hour.
Response 26	Customer wants to note their rejection of the proposal to close Trenerry Crescent. Customer is aware that they have tried to close two other streets in the City of Yarra. To use COVID-19 to reassign areas is a disgusting performance from the council. If they are going to send notifications out, this should be done under the right pretenses. It is also disgraceful and deceptive to do traffic counting in Trenerry Crescent during a lockdown period which will give false data.
Response 27	I hope you're all doing well in this strange time! This is an e-mail contesting the proposed temporary closure of Trenerry Crescent, Clifton Hill. What's the point of the bike trails along the Yarra? I don't think it's right to close it off from cars. I use Trenerry Crescent to access my home in Clifton Hill every day and multiple times a day to head to work and in normal times, to visit my family who live in nearby Kew. I walk when necessary and use the car when it's my only option and use the backroads of Trenerry to access surrounding suburbs and avoid the gridlock of Hoddle. If you cut off this access, imagine the build up of traffic on Hoddle Street for cars that just need to get to Johnston Street to access Richmond and beyond! In regards to the Grey St / Trenerry Crescent intersection, this needs fixing. People (cars and bikes) don't understand the right of way between a Stop (Trenerry into Grey) and a Give way (Noone into Trenerry) - flashing lights is necessary on the stop sign or a letter needs to be sent out to local residents in the area regarding road rules in this intersection. Also, while I am here, Quarries Skate Park at Ramsden St Reserve needs policing - groups of 15-20 people gather there each day to skate and every day I am picking up their rubbish left there the day before. I have attached a video and image of the litter.
Response 28	I wish to protest strongly to your proposed closure of Trenerry Crescent. I have lived in Clifton Hill for over 30 years. I can see no gain from any of the options. The section of Trenerry Crescent under the freeway is hardly a

Attachment 3 - Email submissions

	delightful stroll. Full Closure: This will greatly inconvenience many residents of Clifton Hill and Abbotsford. It will force us to use a long detour via Hoddle Street to get from one side of the freeway to the other. The idea of it creating more room for pedestrians to "socially distance" is very creative but idiotic. If that is your goal, just close the footpath and make people use the two foot bridges over Merri Creek. Problem solved. If the cyclists are behind this – and how many of them are there? They can simply use the two bridges over Merri Creek or even the pedestrian/cyclist overpass over the freeway if they are not happy riding in the bike lanes on the road. Partial Closure: As above, except this will allow the rat runners to continue to use Trenerry Crescent at evening peak hour and stop locals using it to move south. Great idea. If you want to stop heavy traffic along Trenerry Crescent, why don't you aggressively police the No Left Turn sign on Johnston Street and also the stop signs at Grey Street which are completely ignored. I have lost count of the number of times I have been nearly hit by rat runners charging through the stop signs without slowing down. I have had the right of way, turning from Noone Street into Grey Street and they blast though without even slowing down. Waiting to turn right into Trenerry Crescent from Johnston Street in evening peak can take more than five minutes waiting for a break in all the illegal left turners. How about making Grey Street or the southern section of Yambla Street one way the south? That will get rid of a lot of rat runners.
Response 29	John called to provide feedback about the proposal to close Trenerry Cres. His preferences in order are: 1. Option 1 2. Option 3 3. Option 2 Further comments: It is one of the few ways to get into this part of Clifton hill
Response 30	I have just filled out the form with comments on the designated website, hit SUBMIT, which did not respond. Thus this email. So here is what I said: firstly I chose the option: DO NOT CHANGE, DO NOT DO EITHER OF THE PROPOSALS. My second choice (although it's not a choice, I don't want it at all) was to close southbound only. My reasons: The proposals ignore the MANY Clifton Hill residents who live between Johnson Street and Heidelberg Rd, and Merri Creek and Hoddle Street. Indeed, the proposals favour the tourists who come to our area. If you want to make it safer for pedestrians and bike riders, then widen the path on the hill under the freeway. Every point listed under WHY TRENERRY CRESCENT: THE PROJECT WOULD... can be argued. None are backed up with any research, and it would be almost impossible to measure them as they now are stated. The proposals penalise local residents without addressing OUR concerns about traffic - not COVID. Indeed, I find it extraordinary that the pandemic has caused these proposals to suddenly appear. PLEASE - DO NOT DO ANYTHING. PLEASE.
Response 31	This possible road closure of Trenerry Crescent is absolutely unnecessary. Traveling via this road is our only viable option to access the childcare center that my son attends. The only other way to access the center is to go via hoddle street traveling the opposite direction to Collingwood town hall for the p turn before driving back to Clifton hill taking our travel time from 5 mins to over half an hour. Cyclists and pedestrians already have 3 other options to travel around this road - the freeway overpass bridge, the yarra trail bike path and the bike lane on this road! Why not improve the existing facilities rather than take away the only option the rest of us have and yet again make the life of residents more difficult. You say you are trying to make a safer access pass for children to get to school yet you are taking away a vital road for us to access school for those of us who do need to drive. The way council has gone about this process is also appalling - trying to sneak it through and then when asking for feedback allowing only 250 characters - less than a tweet!!!! - which is just a joke. We pay some of the

Attachment 3 - Email submissions

	highest rates in Melbourne and you focus your time and money on unnecessary changes when vital things like street lighting in little turner street continuously ignored.
Response 32	I am a local in Abbotsford at Victoria Park. The Trenerry Crescent 2 way road is the only way that us Abbotsford locals can connect with Clifton Hill, and North Fitzroy, local businesses, community, services and schools without having to enter the major roads that border us on the other 2 sides: Hoddle St and the Eastern Freeway. I walk, run, ride and drive this way multiple times each week. The Crescent with speed humps is not dangerous to riders or walkers and is an essential local thoroughfare – without it, we are completely cut off except by entering Hoddle Street. Do you really want everyone to be joining the very busy queues of commuters and business traffic on Johnston St to access Hoddle Street, just to turn off a km later, to get to the recycling or our local shops? The COVID19 period of time is a deceptive "lull" and even in this time the traffic on Johnston Street backs up at the Hoddle St intersection. Instead of this well meaning but silly idea, the council should be committing to upgrade the very poor and out of date foot and bike paths on both sides of the Merri Creek under the freeway, and the ugly bridge that crosses the Merri Creek at Dights Falls. This area is so well used by cyclists, walkers and runners (like me). We don't need to stop the cars – instead, we need a really aesthetically pleasing, well designed, wide footpath or boardwalk, built adjacent to the Merri Creek on both sides, with a beautiful bridge crossing the creek. Please upgrade our local amenity, don't reduce it by closing this road in a knee-jerk and poorly thought through plan that will have very negative implications for our local quality of life and for the surrounding roads and neighbourhoods. A closure trial is NOT needed. Instead, please start consulting with the community and putting our local rates and council funds to work towards an upgrade and redesign of our essential pedestrian and cycling amenities in the area. Now, in COVID19, is the perfect time to start planning this.
Response 33	Your online form could not accept all of my comments on the Trenerry Crescent closure proposal. These are below. I object to any closure of Trenerry Crescent and vote for no closure. Any closure of Trenerry Crescent will have a significant and material detrimental impact on my entire family. We use Trenerry Crescent for School, University, Sport, food shopping and employment purposes. My family and I have lived in East Clifton Hill for over two decades and we utilise the underpass on a daily basis (sometimes several time a day). The underpass was deliberately constructed when the Eastern Freeway was built so that Clifton Hill could remain connected with Abbotsford and Richmond. It should not be for Council to now decide to close it. If we are forced to use Hoddle Street and Johnston Street, this will add significant travel time, and not the slightly longer travel time you state. Right hand turns from Johnston Street into Hoddle are now banned and "P" turns to be performed instead. Additionally, travelling the short trip from East Clifton Hill to Johnston Street via Hoddle Street in the morning peak is a nightmare and can take well over 15 minutes to travel under 1km.
Response 34	I don't see how you can link Covid-19 to closing Trenerry Crescent. If it went ahead the trial would not be valid as it would not be occurring during normal traffic levels, so the true impact on the surrounding areas could not be measured. Instead of reducing infrastructure to rate payers, why don't you add infrastructure by funding a widening of the existing footpaths to support greater space for cyclists and pedestrians? The paths could be widened by building over the sides of the Merri creek, similar to how the Swan Street bridge was widened to add additional pedestrian and cyclist access. Also there is no mention on the following: 1. What will be measured to determine if a trial is a success or failure? 2. What is the plan to manage the displaced vehicle traffic, both during a trial and post a trial when traffic returns to normal levels? 3. How will emergency service vehicle response times be affected in Clifton Hill and Abbotsford during peak hours? 4. The main contribution to the traffic volume is the "rat-runners" during peak hours. Why don't you address this issue instead. As the police don't have the resources to police the traffic rules, why don't you use council employed staff to man the no turn locations with a lollipop stick, similar to manning a pedestrian crossing. Sure they will not have any legal ability to stop a motorist performing an illegal turn, but I would think most motorists will obey their direction. I do think the information included in the council flyer was quite superficial, and did not include all the information required for residents to make an informed decision on such an important matter. It read like some in council want it to happen, and only included information to support the case of closure. This does not appear to be a truly transparent process. My wife and I are strongly opposed to any closure of Trenerry Crescent.

Attachment 3 - Email submissions

Response 35	I am a local in Abbotsford at Victoria Park. The Trenerry Crescent 2 way road is the only way that us Abbotsford locals can connect with Clifton Hill, and North Fitzroy, local businesses, community, services and schools without having to enter the major roads that border us on the other 2 sides: Hoddle St and the Eastern Freeway. I walk, run, ride and drive this way multiple times each week. The Crescent with speed humps is not dangerous to riders or walkers and is an essential local thoroughfare – without it, we are completely cut off except by entering Hoddle Street. Do you really want everyone to be joining the very busy queues of commuters and business traffic on Johnston St to access Hoddle Street, just to turn off a km later, to get to the recycling or our local shops? The COVID19 period of time is a deceptive "lull" and even in this time the traffic on Johnston Street backs up at the Hoddle St intersection. Instead of this well meaning but silly idea, the council should be committing to upgrade the very poor and out of date foot and bike paths on both sides of the Merri Creek under the freeway, and the ugly bridge that crosses the Merri Creek at Dights Falls. This area is so well used by cyclists, walkers and runners (like me). We don't need to stop the cars – instead, we need a really aesthetically pleasing, well designed, wide footpath or boardwalk, built adjacent to the Merri Creek on both sides, with a beautiful bridge crossing the creek. Please upgrade our local amenity, don't reduce it by closing this road in a knee-jerk and poorly thought through plan that will have very negative implications for our local quality of life and for the surrounding roads and neighbourhoods. A closure trial is NOT needed. Instead, please start consulting with the community and putting our local rates and council funds to work towards an upgrade and redesign of our essential pedestrian and cycling amenities in the area. Now, in COVID19, is the perfect time to start planning this.
Response 36	It is with great dismay that I have learned of the recent push to close Trenerry Crescent to vehicular traffic. I purchased a home in Clifton Hill so that I could easily commute to my place of business (for which I am required to travel in a work vehicle), which approch via Trenerry Crescent at least five days per week. The closure of this road could easily add an extra hour on the road to my day, each and every day, as I would be forced to either use Hoddle Street or another more circuitous route. The result of this is not just a net loss of irreplaceable hours of my life, but an increase in the amount of time that my vehicle is running and on the road, adding to the increasingly burdensome inner-city traffic load. I will also note that I was extremely disappointed with the biased 'Options' present in Councils feedback form (https://yoursayyarra.com.au/makingspace/trenerry?fbclid=IwAR0B_0nFmAM0bOFRmQDGVQTaY_HLhjha2zvJ0dkj3_1exWUqyS51wzZnuAg). Basically, one option provided was against the closure, and two were pro closure in some form. The limit of 250 words in the written response section was also extremely restrictive. Even worse, from the 'option's provided, there was no option to simply improve traffic and safety conditions, while maintaining permanent vehicular access. As I use this roadway approximately 10 times per week, I would suggest the following: 1. Improved traffic management where Trenerry Crescent meets Gray Street: - vehicles and cyclists frequently disregard the STOP signs here (perhaps improved lighting / speed bumps / even a traffic light could help?) - there is a large volume of pedestrian and cyclist traffic here, often criss-crossing the junction diagonally (perhaps marked crossings at 90 degree crossings would improve pedestrian behaviour?) 2. Some vehicles (notably, in my experience, City of Yarra maintenance vehicles!) travel at excessive speeds around the bend just past Maugie Street, crossing over the white line. (Perhaps changes to the current speed humps / curves or indicative speed signs ((ie. You are travelling at 20kph = Smiley Face / You are travelling at 50kph = SLOW DOWN)) could help manage this issue?) 3. Some cyclists behave in an unsafe manner on the narrow shared footpath alongside this section of road (I'd suggest a beautiful, wide, well-lit boardwalk along here could be a great asset to the community, increasing accessibility for pedestrians, cyclists, runners etc, and linking neighbourhoods such as Clifton Hill and Abbotsford, where there is a large amount of cross-over in terms of school enrolments etc). I understand that there is a small group who are advocating for this road closure, but I would like to point out that this road; does not belong to 'them', just as it does not belong to the City of Yarra. It is an integral part of the infrastructure of the city of Melbourne, and caters for ALL (whether they are local residents or not). This is not some back laneway that a select few can squabble over and make a decision about, but an integral link between communities on the North and South of the freeway, AND, dare I say it, a convenient link for people who are simply passing through the area too (as they have every right to do). In my opinion, closure of Trenerry Crescent, in either direction, at any time, is simply unacceptable. It is a clumsy idea, which would create heartache and inefficiency for many. Why not focus on increasing

Attachment 3 - Email submissions

	accessibility through improvements to the current situation? This seems eminently more sensible and proactive than the selfish, 'shut it down' mentality which has prompted this proposal. In summary, I wish to express in the strongest terms possible that I do not support the proposal for either a temporary or permanent, partial or full closure of Trenerry Crescent.
Response 37	I am a local in East Clifton Hill. The Trenerry Crescent 2 way road is the only way that us Clifton Hill locals can connect with Abbotsford/Richmond/Victoria Gardens or alternatively Kew and thus patronise local businesses, community services and schools without having to enter the major roads that border us on the other 2 sides: Hoddle St and the Eastern Freeway via Chandler Hwy via Heidleberg Road. I walk, run, ride and drive this way multiple times each week. Trenerry, with its speed humps is not dangerous to riders or walkers and is an essential local thoroughfare – without it, we are completely cut off except by entering Hoddle Street or Heidleberg Road. It's not desirable for everyone local to be joining the very busy queues of commuters and business traffic to access Hoddle Street, just to turn off a km later, to get to our nearby shops and schools. Traffic may be quiet at the present due to COVID, but even in this so-called quiet time, traffic is still backing up at other exit points from Clifton Hill onto the major roads, it is far worse in normal times. Rather than this well meaning but short-sighted idea, the council should be committing to upgrade the very poor and out of date foot and bike paths on both sides of the Merri Creek under the freeway, and the inadequate bridge that crosses the Merri Creek at Dights Falls. This area is so well used by cyclists, walkers and runners (including myself). We don't need to stop the cars – instead, this is an opportunity to develop a really aesthetically pleasing, well designed, wide footpath or boardwalk, built adjacent to the Merri Creek on both sides, with a beautiful bridge crossing the creek. Please upgrade our local amenity, don't reduce it by closing this road in a knee-jerk and poorly constituted plan that will have very negative implications for our local quality of life and for the surrounding roads and neighbourhoods. A closure trial is NOT needed. Instead, please start consulting with the community and putting our local rates and council funds to work towards an upgrade and redesign of our essential pedestrian and cycling amenities in the area. Thank you for your time.
Response 38	I'm a constituent at 125 Turner St, Abbotsford. I wanted to flag a proposal by the City of Yarra to close for three months, Trenerry Cr between Dights Falls and Clifton Hill (the section under the Freeway). Council has conducted a survey and is now conducting another. I've also noticed traffic counters out on our local streets. The results of the first survey haven't been published. The issues with this proposal are for anyone wanting to travel north towards Clifton Hill, Brunswick and Northcote: In the PM peak, there is a right turn ban at the corner of Rich St and Johnston St. You cannot head west on Johnston from this street. In the PM peak, traffic is often queued by the pedestrian signals on Johnston at Vic Park station. This makes it impossible to turn right into Johnston, and those that do often block an eastbound lane to do so. By the time traffic on Johnston heading east reaches Trenerry Cr, it's moving pretty freely and during the peaks the street is busy. It's very difficult to turn right at Trenerry into Johnston. Those are the only three options from this neighbourhood to head north. The safest and most convenient option is to take Trenerry Cr towards Roseneath St to get to the signals at Roseneath and Hoddle. For anyone who is brave enough to turn right on Johnston in the PM peaks, there's a right turn ban at Hoddle meaning traffic needs to turn left and use the P-Turn. While feasible, adding extra traffic in the PM peak heading west on Johnston isn't a good outcome, as the tidal flow is referencing the eastbound traffic, and with parking in the left lane (with a Clearway operating in the opposite direction), there's in effect one traffic lane for all traffic heading towards Hoddle from this neighbourhood. This includes buses heading west,

Attachment 3 - Email submissions

	because the bus lane only operates in the peak flow direction. The justification for the closure is flimsy at best. Council's use COVID as a cover for the change is disingenuous. There's nothing in the public material that suggests how this links to the state's COVID response. The objectives given are: Create more space for people using the Capital City Trail As a local who uses this daily, the path isn't congested. It's possible to social distance. In any case, people use the trail for its proximity to the river. It's a nice walk…. Walking on a road next to a Freeway noise wall isn't a drawcard. Safer road conditions for less confident cyclists To reach the closed section, cyclists will need to ride on the road in mixed traffic conditions. Same at the other end. It's not proposed to form any kind of continuous cycling link. At the same time, there's a shared path running parallel along the river (which is a much nicer ride, again, as above). I agree that separated cycleways are preferable especially for people new to cycling, and these are a positive addition to the road environment. However they need to form part of a network and in this location some widening of the road would be required. In this case there's other more attractive and safe options nearby. Safer routes to school / Vic Park Most people from Clifton Hill would avoid use the ped overpass over the freeway and wouldn't use the section of road that's proposed to be closed. Investment in a better path from the ped overpass to Vic Park etc would be more useful. Safety issues at Grey/Trenerry/Johnston As above - this funnels all local traffic via a conflicting right turn movement rather than via a signalised intersection. This opens up other safety issues on the road. Climate emergency This is a more indirect route for northbound traffic from this neighbourhood and would generate more distance travelled and more time idling by traffic. This would increase rather than decrease emissions. The sorts of journeys this closure would impact are not cycling journeys. They're not local access trips, they're trips to the north beyond Clifton Hill. For our neighbours in Clifton Hill wanting to head south or east along Johnston/Studley Park, this proposal would force them into congested Hoddle and Johnston in the peak flow direction, or right out to the Chandler Highway along the freeway. None of this reduces emissions. If the objective as I suspect it is, is to reduce traffic coming from Kew along Johnston from using Trenerry Cr to reach Hoddle to turn north (instead of using the P-Turn), then this can be achieved by banning right turns from Johnston westbound into Trenerry during the peaks, when it's an issue (time it to the same operating time as the right turn ban on Johnston into Hoddle). I ask that Councillors challenge the officers who came up with this to address how local residents will have access maintained to travel north under the closure proposal.
Response 39	I have responded to the questionnaire at https://yoursayyarra.com.au/makingspace/trenerry I wish to add that in this election year any move to close Ternerry will be met with my active support against it. Normally I avoid politics however when such silly and ill-conceived ideas are presented I feel a stand must be taken.
Response 40	As a resident of Clifton Hill, who needs this road to access schools and facilities in Abbotsford and Kew and have care responsibilities over this side, this is one of the worst ideas that I have heard proposed. There are currently beautiful and extensive riverside paths and bike paths that can be and are used by locals such as me and my family. This would cut of vehicular access to the many local shops in Victoria St that are already struggling and divide the communities of Abbotsford and Clifton Hill, making access to community centres such as Victoria Park laborious and adding unnecessary traffic to Punt Road. I am an avid and regular user of the paths of this area both on foot and on my bike and there absolutely no need to shut this community connection to local traffic. It would add an unnecessary burden to locals who live their lives between these

Attachment 3 - Email submissions

	two suburbs, increase CO2 pollution by added excess km to what is an efficient connection and create a community disconnect for all but particularly those who have disabilities and can't just ride their bikes or walk. I am totally against any closure of Trenerry Crescent, for any length of time and urge council to reject this idea immediately.
Response 41	NO! I've lived in Clifton for almost 24 years. This has never been an issue. Still isn't an issue due to "Covid" this has no benefits at all. I'll address some of the dots points. People can use the footpath which is why we have one. If people vulnerable with riding don't go down the hill or get off your bike & walk. Definitely not creating a safer route to schools there would be no route as it's potentially closed. What's the safety issues? I haven't heard of anything that has happened around Grey Street, Trenerry Crs, Johnston St? Yarra can deliver on the plan without the closure of the road. Don't use Covid as an easy OUT!
Response 42	I'm providing feedback on the proposed closure of Trenerry Cres. Clifton Hill. I live (14 Clifton St.) and work in Clifton Hill. I do not want it to close to cars. Trenerry Cres is an important car route for me in avoiding hideous traffic on Hoddle St and navigating quickly and easily to Kew and Richmond (outside peak hours). The closure of Trenerry Cres. to cars would only result in changing the direction of driving through the back roads of Clifton Hill (i.e. Roseneath St) anyway to avoid as much of Hoddle St as possible. Therefore it wouldn't reduce my road usage of that end of Clifton Hill, it would just change my route. Any closure of Trenerry needs to consider reduction of traffic on Hoddle St to make that route more accessible if you wish to reduce cars from outside the area using Clifton Hill as a shortcut. My children and I also ride our bikes along Trenerry Cres. We always appreciate any improvements to the safety of bike riders.
Response 43	I strongly support a partial closure of Trenerry Cres for a trial period to support safe cycle movements. I believe half the carriageway should be made in to a bidirectional full-time cycle lane, and the other half should be bi-directional one way traffic lane, controlled by timed traffic lights. This would allow traffic through, with some delay but that should help to reduce rat-running through Abbotsford, which many residents have voiced their concern about. A reduction in capacity should reduce the attractiveness of this 'short cut' but keep it open for locals.
Response 44	MAKING SPACE Proposed temporary closure of Trenerry Crescent Please consider the elderly local Residents and not just the able and young cyclists when making your decisions. I am totally against any closure of Trenerry Crescent, as this is an alternative to Hoddle street for the locals. Hoddle Street is congested with non-local traffic. There is already a bike trail along Merri Creek and the Yarra River. Ample walking space in Victoria Park!
Response 45	I think it is a good initiative to close the trenery road temporarily to vehicles. However, I would like to mention that cars and vehicles are not stopping at the stop sign where trenerry crescent meets noone street. Perhaps, making the sign more obvious would help make cars more aware of their obligation to stop because it is a busy intersection with kids and residents pulling out of Alexandra Parade and therefore, an accident waiting to happen.
Response 46	I have completed the yoursay form and find that a 250 character limit is basically pointless as it is impossible to create a worthwhile comment with so few letters available I submitted that NO CLOSURE AT ALL should take place My second option was the partial closure Obviously the stupid suggestion of Trenerry is last I now will place my full comment on the suggestion Closure is stupidity. Travel times from home to Kew, Richmond, East Melbourne and areas south would be extended by about 10 plus minutes by the need to enter Hoddle St and Cross the Freeway. Cyclist safety would be enhanced if they obeyed the Traffic Laws. By and large, as a group Cyclists show a

Attachment 3 - Email submissions

	complete lack of respect to the law with many not wearing helmets and not keeping within cycle lanes especially in Trenerry Crescent. On shared pathways they show complete contempt for pedestrians and pedestrian safety. Pedestrian safety is an issue because of cyclists. The comments regarding Climate Plan is foolish as the build up of stagnant traffic on Hoddle Street would increase the amount of trapped exhaust emissions and also negatively impact on the residents in surrounding areas. Perhaps if you wish to reduce traffic volumes may I suggest that consideration be given to banning north bound right hand turns from Roseneath Street and possibly Ramsden Street from 7-00am to 7-00pm and possibly left hand turns from Hoddle Street into Roseneath Street and Noone Street for the morning peak would remove a lot of the short cut traffic without punishing the Residents of Clifton Hill
Response 47	I am a local in Clifton Hill. The Trenerry Crescent 2 way road is the only way that us Clifton Hill locals can connect with Abbotsford and Richmond, local businesses, community, services and schools without having to enter the major roads that border us on the other 2 sides: Hoddle St and the Eastern Freeway. I drive to work this way every day. The Crescent with speed humps is not dangerous to riders or walkers and is an essential local thoroughfare – without it, we are completely cut off except by entering Hoddle Street. Do you really want everyone to be joining the very busy queues of commuters and business traffic on Johnston St to access Hoddle Street, just to turn off a km later, to get to the recycling or our local shops? The COVID19 period of time is a deceptive "lull" and even in this time the traffic on Johnston Street backs up at the Hoddle St intersection. Instead of this well meaning but silly idea, the council should be committing to upgrade the very poor and out of date foot and bike paths on both sides of the Merri Creek under the freeway, and the ugly bridge that crosses the Merri Creek at Dights Falls. This area is so well used by cyclists, walkers and runners. We don't need to stop the cars – instead, we need a really aesthetically pleasing, well designed, wide footpath or boardwalk, built adjacent to the Merri Creek on both sides, with a beautiful bridge crossing the creek. Please upgrade our local amenity, don't reduce it by closing this road in a knee-jerk and poorly thought through plan that will have very negative implications for our local quality of life and for the surrounding roads and neighbourhoods. A closure trial is NOT needed. Instead, please start consulting with the community and putting our local rates and council funds to work towards an upgrade and redesign of our essential pedestrian and cycling amenities in the area. Now, in COVID19, is the perfect time to start planning this.
Response 48	I have just attempted to submit my feed back on this proposal, but there is no indication that it has been submitted. I request that my wife's and my opposition to the closure is passed on to the appropriate area of Council. The Trenerry Cr connection between Abbotsford and Clifton Hill is a long standing one (preceeding the construction of the freeway) and is relied on by many people to access Clifton Hill. We have lived at the current address since 1976 and have watched with amazement as our options for access have been gradually reduced through street closures and one-way streets. It is our view that there is more than enough opportunity for bike riders through the municipality. It is also our view that this proposal (unreasonably using Covid19 as an excuse) is as much driven by some of our neighbours who don't want any traffic in the area. We do not support this selfish view, which denies other residents the capacity to move freely in and out of the suburb. We look forward to this proposal being knocked on the head.
Response 49	I like Option 2 Trenerry Crescent. Better still close it permanently .
Response 50	Firstly, I'd like to say that in the current times, community space is increasingly important and the value of this in future is going to increase in value. I'm up for giving something a go because without this conversation we will never explore the possibilities that could create an unthought of opportunity for future community benefit. I'd like to understand why closure of Trennery to only northbound wasn't considered an option? Most rat running by non-locals and congestion occurs in the evenings from south to north. Removing northbound traffic would prevent this but allow locals access to neighbouring suburbs to the south(Abbotsford and Richmond). For long term effectiveness this needs to be supported by the addition of "keep clear" sections on Hoddle Street at Noone and Roseneath intersections and/or the removal of the train crossing on Ramsden. Even with

Attachment 3 - Email submissions

	less traffic it is extremely difficult to access Hoddle Street to the south during peak periods. With trenerry closure locals will be bound in the suburb.
Response 51	I am emailing to give my opion about the recent proposal for the closure of trenerry crescent for the making space project. This is a terrible idea, I use this road to get to work in the northern suburbs and it is the only route I can go on from my house to be able to get to work without going onto busy Hoddle st, adding more congestion to busy roads and adding time to my commute. There are currently 3 other options for bike riders and pedestrians to go from Abbotsford to Clifton Hill so this is in no way needed. Pedestrians can: option 1: walk over the foot bridge that goes above the freeway option 2: walk on the footpath next to the road that is already provided option 3: walk along the river I also live on Turner St and after speaking to local businesses this is going to put the final nail in the coffin for their cafes. They rely on the passing traffic for their bussiness on their commute and with all the offices around us currently closed they need this business now more then ever.
Response 52	I have lived in Clifton Hill for more than 40 years. During this time, I have walked both sides of the Merri Creek and Yarra River between Heidelberg Road and Victoria Street, including Dights Falls, the Convent and both Studley and Yarra Bend Parks, often 10 to 12km at a time, usually beginning and/or ending on the path between Dights Falls and my home near Heidelberg Road. Unfortunately, due to arthritis, I can no longer walk very far. I cannot get as far as the falls and back. However, if I drive, via Trenerry Crescent to the Falls car park, I have a choice of walking further to the childrens' farm or Convent, or head back towards Yarra Bend. The driving alternative to Trenerry Crescent is circuitous, involving Heidelberg Road and Hoddle Street which, although quieter during the first lockdown, soon became just as busy as before when the restrictions were eased. I also often exchange visits with my niece who lives near Church Street in Cremorne. Again, the bus is no longer an option. Without Trenerry, I would have to use Hoddle Street, and the connections to Church street have long, busy shopping precincts and tram routes. If cyclists using Trenerry are continuing on the streets, there is not much advantage to closing only a short length. For pedestrians and cyclists wishing to keep a safe distance from each other, the short length of the trail paralleled by the closure would have little benefit. The trails are being heavily used these days, especially at weekends, but my observation is that distancing problems arise mostly from the thoughtlessness of some users. I will be disappointed if Trenerry Crescent is closed.
Response 53	firstly I will start out with noting that I'm a avid cyclist myself, 200k's a week spent on my bikes is a easy week but I'm strongly against this idea as it creates one major safety issue by closing one of the few entry/exit points for the residents living east of Hoddle St in Clifton Hill. If you are travelling by car from either the city or the south eastern suburbs this would allow locals only to enter the east side of Clifton from Hoddle St via Roseneath St as it's illegal to make a right hand turn at Noone St and Ramsden St which has the train line run through it, is next to the Clifton Hill station and it ain't uncommon on a Friday afternoon in winter when the footy is on to be stuck at that intersection for over ten minutes. So Roseneath St intersection it is and if your heading North bound along Hoddle St and turning right from Hoddle St into Roesneath St you are required to sit in the middle of Hoddle St which is one of the busiest roads in Melbourne with four lanes of traffic in total flowing past you at 60k/m per hour until the intersection is clear to travel through. So by closing Trenerry Cresent you will be increasing traffic at what I'd say is one of Melbourne's most dangerous intersection and this intersection only has room for approx. four cars to wait in the righthand turning lane before traffic starts backing up onto the free flowing lanes of Hoddle St. So I see two solutions to the Roseneath St issue, one if you close Trenerry Cresent something has to be done to increase the Safety of the Hoddle St, Roseneath St intersection or the other option would be that the footpath serving Trenerry Cresent under the Eastern Fwy needs to be fixed somehow, maybe by building a boardwalk that's much wider than the path that is currently there now allowing Trenerry Cresent to stay open

Attachment 3 - Email submissions

	and providing more area for the public to social distance and if this boardwalk was to be built why stop there, the council could also fix up the bike path on the opposite side of Merri Creek which has the same narrow issue as the Trenerry Cresent footpath.
Response 54	To say that there is no bike paths to the other side of the freeway on trennery cr is a joke. The road is the only way though to the north for local residents. The only alternative would be to make the right turn from Johnston onto hoddle, which is already bad. Please do research and consult with residents before looking at action rather than going ahead and saying it's a sure thing (which is what we have heard so far).
Response 55	I attempted to provide feedback on the YourSay link but after I pressed submit nothing happened. I vote for no closure of Trenerry Cres. My view is that the Council is grossly misrepresenting the reasons for closure. The proposed closure is not in any way integrated with a broader safer riding/route/COVID strategy beyond Trenerry Cres. It's a traffic issue affecting some residents. Other residents want to be able to enter/leave our area without battling with trains, the congested outer roads & the dangerous intersection of Hoddle & Roseneath Sts.
Response 56	I live at little turner st, Abbotsford. We received your letter about the possible road closure. From all of us that live here (3) we would like to vote against this. And go with option 1. 1. No closure of Trenerry Crescent
Response 57	I am a owner of property TrenerryCrescent and rely on my motor vehicle for personal tasks (shopping, chemist and regular doctor visits) plus work related tasks. I currently have four options of exit:: Trenerry Cr to Johnston st Street access to Johnston st at Caltex service station Street in between Trenerry and Caltex Fourth option is to travel north on Trenerry Cr and enter Hoddle St near the entry to Eastern Freeway I find that to use the first three options is a real issue, particularly in the morning You have to clear incoming and outgoing Johnston st traffic lanes safely. Therefor for safety reasons I use the Trenerry Cr north under the Eastern Freeway to reach Hoddle St. For me to safely use access to Johnston St I would recommend : Put new traffic lights at the intersection of Johnston St and the street adj to Caltex station running up to Victoria Park Move the current pedestrian crossing lights from under railway line to be incorporated into the above intersection. If no traffic lights are installed as proposed or at Trenerry Cr/ Johnston St intersection I officially lodge an objection on the grounds of safety to closing Trenerry Cr Nonetheless under Eastern Freeway.
Response 58	I'm a long time resident of Clifton hill and have a keen interest in planning and design of the local community. I'm writing about the proposed temporary closure of Trenerry crescent. First of all I'm in favour of widening the footpath that runs adjacent to Trenerry crescent. It's clearly too narrow and the posts that support the crash barriers are easy to snag on. Fixing this walkway is a good thing. In terms of closing the road (even temporarily) I don't think is not the best solution. A lot of people In Clifton hill (my family included) use this road to get to and from Kew, Richmond and Abbotsford. Hoddle street is arguably the most congested road in Melbourne so forcing residents from Clifton hill to take this route is simply not feasible. Secondly I'm very confused by what appears to be the main thesis of your argument. You seem to be linking closing the road to covid outbreaks and improving conditions for walkers. As per my earlier comments widen the footpath makes a lot of sense but closing the road is a massive over response. A far more appropriate response would be to widen the walkway By either moving the collision barriers inwards (and reducing the lane widths) or building a simple structure that widens towards the creek.

Attachment 3 - Email submissions

	Finally I would urge council to consider fixing up the informal walkway that links between the bridge over merri creek and the capital city trail (on the route to quarry park). The 150m (approx) path is rocky, muddy and poorly lit. By fixing up this route you would divert a lot of foot traffic away from Trenerry crescent to cross under the eastern on the side of the creek.
Response 59	Link does not work properly. For Trenerry Crescent, Closing this Road is not a good idea. There is nothing wrong with the current Road. vote 1: not closure, vote 2 temp close
Response 60	I would agree with a three month trial of a full closure of Trenery Crescent. At the moment the two nearby bridges over Merri creek are crowded with cyclists and walkers. It would be good to relieve the traffic over these bridges in the interest of social distancing.
Response 61	Hi, I recently voted on-line for the Trenerry road closure plan, but I want to confirm that my vote still counts as I only ranked 2 options (A total closure is not even an option)? Also, can I confirm what measures are in place to ensure that local residents voice's are heard in this plan. It's unusual that road closures (especially when presented under these terms) are undertaken without being initiated by local residents? Finally, can I confirm how you are able to restrict votes to 1 per person? It's obviously possible to create multiple email aliases in most popular email clients, using this method it would be very easy to 'fix' this result if well organised (or committed).
Response 62	Hi City of Yarra, Feedback re this proposal: our family preference is for Option 1 – NO closure of Trenerry Crescent. This is an absurd proposal. If Trenerry Crescent is closed, road traffic will be forced to use Roseneath Street and Ramsden Street. The level crossing at Ramsden Street is already congested, especially in the A.M. peak. A road closure of Trenerry Crescent would reduce accessibility to this pocket of Clifton Hill, particularly for those that have no option other than to use motor vehicles. Pedestrian traffic is already segregated from road traffic in this area. Has the impact to emergency services access been considered? Have traffic cycles and vehicular movement been properly analysed as part of this proposal? Suggesting that potential road closures is a valid way of responding to the Coronavirus situation is obtuse and unhelpful. Please do better with the thousands of dollars in rates and permits our family pays to Council every year.
Response 63	Re: Proposed Temporary Closure of Trenerry Crescent, Clifton Hill To whom it may concern, In response to the City of Yarra invitation to have a say on the three proposed options for the trial, I wish to endorse Option 1 - No closure of Trenerry Crescent. For residents of Clifton Hill, Trenerry Crescent is an essential and appropriately used road. Closing Trenerry Crescent will push traffic onto the already crowded Hoddle Street. Restrictions in access to Trenery Crescent are currently in place during peak traffic times. This means that the density of traffic on this road is currently well managed.
Response 64	I am writing to express my strong opposition to the proposed closure of Trenerrry Crescent, Abbotsford. I live just at the top of Trenerrry Crescent at 200-204 Noone St, Clifton Hill. I use Trenerry Crescent to drive my daughter to school at MGC as well as shop at Victoria Gardens in Richmond, Abbotsford and in Kew and would have to travel all the way up to Hoddle Street and back down to the Yarra again to get to school and supermarket. Doing more kilometres, using more fuel and emitting more

Attachment 3 - Email submissions

	carbon dioxide. The reasons cited in the brochure I received in the mail seem to be around making things safer for cyclists and pedestrians. There is already a bike and pedestrian path along the Yarra a mere metres from Trenerry Crescent. I have been using this path for years both for bike riding and walking with my children, its absolutely fine and we don't need another one, especially at the cost of denying access to a road. Why on earth would you consider closing a road when there is already a very safe path? You could make the path safer by using this solar powered glow in the dark paint to illuminate the bike and pedestrian paths at night. https://moondeck.com.au Please look at the News tab on their website for the illuminated Coastal Path in WA, this would be perfect for our Yarra bike and pedestrian paths. Surely City of Yarra budget could be more economically applied this way and without punishing the ratepayers of Clifton Hill and Abbotsford. Please please do not close Trenerry Crescent to cars for any length of time.
Response 65	I am totally against the closure, part or full, of Trenerry Crescent. I think the reasons put forward are completely inadequate. Clifton Hill is surrounded by more space and parklands extending for kilometres, more than just about any other suburb. There is already enormous provision for bikes and walkers who can easily avoid each other if necessary. I will make a few points:- 1. Clifton Hill is already hard enough to enter/exit. There is no eastern entry point. The western entry points are limited with just Roseneath St. and Ramsden St., the latter being very limited due to the railway line and the one carspace available on western side of the railway gates. In the north, you can only enter The Esplanade going west along Heidelberg Rd. You can only enter Fenwick st. turning right from Heidelberg Rd. If you close Trenerry Crescent, there will be no Southern entry/exit point. This makes the suburb particularly ungetatable. 2. Closing Trenerry Crescent will only increase traffic on other roads. The fewer entry points will be jammed. Imagine the queues of traffic trying to get off Hoddle Street. 3. VERY IMPORTANT. It will be much harder for emergency vehicles to enter Clifton Hill. That could cost somebody or people their lives in an instance where quick access is essential from wherever. 4. As said before, walkers and cyclists are wonderfully catered for already and live in an extremely privileged area. 5. Clifton Hill is becoming extremely 'precious' about what people need. Traffic is a fact of Melbourne life and we have far less than other places. 6. Soon we'll need helicopters to enter the suburb! 7. Any temporary closure is simply the thin end of the wedge. Before we know it, Trenerry Crescent will be completely closed after a 'trial' period. 8. We had this debate years ago and it was clearly rejected. Once more it should be totally rejected. I've spoken to everyone I come across in this area and NOBODY wants it.
Response 66	WE vote NO! NO! NO! and a resounding NO! There are more than enough parks in the area. Many in other parts of Yarra will not even reply top this so are you taking a vote from all in Yarra or just those in the area? That is an area to investigate. Already plenty of bike lanes that many , many bike riders do not even use preferring the footpath!!!!! Yarra council have already cause traffic congestion by the greedy passing of planning for too many apartments. Those of us who do have a car are treated shabbily by Yarra. We even have to pay for a parking permit whilst football patrons park leving us to walk from other streets to

Attachment 3 - Email submissions

	our houses. A preposterous idea to close Trennery. NO!!!! No!!!! and resoundingly NO!!!!! We are strongly against this!!!!! We have more that enough park and recreation in this part of Yarra. You have already caused congestion due to the very high number of apartments that you have allowed to be built. There are more than enough bike lanes and it becoming impossible for us to negotiate the streets due to the extreme narrowing of the roads. Into the bargain a very high proportion of bike riders do not use the bike lanes and prefer to tear along the footpaths where there are bikelanes on both sides of the road. We fail to accept the excuses that you are proposing. This is just another excuse for Yarra to rid the area of cars. We already have to pay to park OUTSIDE of our own houses making sure that football patrons can park there free of charge during normal times.
Response 67	I have received the notice regarding the proposed closure of Trenerry Crescent for a three month trial. I wish to raise my concern and objection to such an action. Trenerry Crescent is a very useful route for locals to transit between Clifton Hill and Collingwood / Abbotsford / Richmond, and closing it to vehicles for the reasons outlined in the notice appears both unnecessary and illogical. There is already a segregated path on that section of Trenerry Crescent that 'vulnerable road users and less confident bike riders' can utilise, with other bike riders regularly using the road, like on any other road. I do not believe that the reasons outlined in the proposal justify the removal of a useful transit link for the local community, particularly given that a segregated walk way already exists and has been used for such a purpose for decades.
Response 68	Project 1 appears very sensible; the bike path parallel to Park St can get very crowded. Closure of Trenerry Crescent is more problematic as TC is a regular route for locals. Could the closure be limited to rush hour, say 8-9 and 4:30-5:30? There would have to be a barrier come down at those hours or else any closure would not work. Mere signage would require policing and council rarely polices these restrictions: see for example the NO LEFT TURN from Heidelberg Rd into FENWICK St which is habitually ignored.
Response 69	Let me state firstly that I drive a car, walk most days, and also ride a bike. Yet again I feel like I'm being discriminated against as a car driver with this proposed closure. The reasons that you cite for potential closure don't entirely stack up: the Gray St/Trenerry Crescent intersection rarely has more than a couple of cars backed up to turn into Gray St and I have never felt unsafe there (as a rider, walker or driver) the speed limit is 20km per our on that section of Trenerry Crescent with speed humps all along the way so it's hard for one to feel unsafe along there the Trenerry/Johnston street intersection is a problem but penalizing drivers shouldn't be the automatic go-to solution (see below) I'm not sure how this closure helps Council deliver on the Climate Emergency Plan and address the climate crisis? Re the Trenerry/Johnston intersection, why not consider slowing the light changes back at Nicholson St to allow enough time to right turn from Trennery? Or consider installing lights at that intersection? Or closing the southbound lane only as this would reduce the traffic considerably and avoid the excess traffic trying to turn right into Johnston. There are only four ways out of Clifton Hill onto Hoddle St and Johnston via Trennery is one of them so I don't know why closing it seems like a feasible solution (Trenerry/Johnston is a lot quicker than the railway crossing at Ramsden street which can be diabolical – solving that problem would be a preferred priority, but that doesn't impact bike riders or pedestrians of course so I'm sure that's not on your radar). Regarding your Potential Impacts comment "We also acknowledge that some people do require a car to get around" … I think you will find that the good majority of folk do actually drive a car to the supermarket or to transport children to events etc. When will you encourage bike riders to take more responsibility for their own safety (and the safety of drivers and walkers) instead of penalizing car drivers? This reeks of Wellington St Collingwood which has become a much bigger hazard for cars since the narrowing of car lanes to accommodate more bike traffic (the Keep Right signs that continue to be hit are testament to this). Why

Attachment 3 - Email submissions

	doesn't the City of Yarra Council see that INNER CITY suburbs like Collingwood and Clifton Hill have a heavier traffic flow and need sustainable solutions to these problems: instead of just moving the problem around. Closing Trennery just moves all that traffic over to Hoddle St which compounds an already existing problem (have you tried turning left onto Hoddle St from Noone St in peak hour?). Whilst I applaud your desire to Make Space for pedestrians, there needs to be a realistic balance. PLEASE remember that YOUR resident's needs include driving cars sometimes and that you don't need to 'seize the opportunity' in your words to further inconvenience car drivers. We're not the enemy here! Support your Working For You tag line, don't just work for some. By the way, all searches suggest it's Gray St and not Grey St (as spelled in your leaflet).
Response 70	Time poor over here but I wanted to ensure that as a local resident/owner/investor significant changes are not pushed through but small interest groups who are always well connected and organized such that they can sometime push for changes that are of interest to the few and no the majority. I've enjoyed all my interactions with the city of yarra, and found the council to be quite good compared with other areas I have lived in. I am an IT executive, so I would like to see the council harness technology which enables all residents to provide input to major changes including a choice not to vote for example or have a say. It also ensure the council and particularly yourself is clear on the %support(impact) a outcome either way will have. There is a lot of chit chat online – I am not even sure where and if I can formerly vote for the trenerry staying open?I would like to get an email from the council , survey monkey style which invited me to vote for an option or to comment on my reasons – something that is frictionless and easy.
Response 71	1/ which individuals actually came up with this " idea " 2/ Covid benefits — you must be joking , seriously this is ludicrous, I challenge ANYONE to present an intelligent logical defence of this 3/ " provide safer riding conditions for vunerable road users / less confident bike riders " —- USE Yarra trail route ! If you are not capable , practice more before taking to roads 4/ " create safer routes " USE bridge and Yarra trail 5/ " safer routes for bike riders " .... More cars use it , bike riders use Yarra trail ... " they " be more careful , stop riding side by side 6 /" help address safety issues Grey st etc" What safety issues ? 7/ delivery of new climate emergency plan and Covid 19 Both are arguments of stupidity at its best , bureaucratic crap and academics fluff SUMMARY- wake up to yourselves
Response 72	Pref option 1 Option 2 Option 3 -Advantages don't make sense as outlined -Turning right onto Johnston dangerous and impossible all the time -enforce the current restrictions
Response 73	I completed the survey & want to submit a comment but I have more than 250 characters worth. I live in North Fitzroy, work in Abbotsford & drop a child off at daycare in Clifton hill. Closing Trenerry crescent would push myself and I suspect a lot of local drivers onto Hoddle street which is already congested. The lack of right turn arrows for drivers on Gipps or Langridge st wanting to enter hoddle to travel north is also an issue to consider. I think a lot of local residents would agree that yes, it is busy through the backstreets but for people who live and work between these suburbs it is really not easy going any other way. I have a child who attends daycare on the corner of Noone & hoddle street. It is very difficult to access from Hoddle st at peak times & travelling through Trenerry enables a commute between home, work & daycare. I feel mostly for people who live in Abbotsford in this proposed scenario. It is already difficult to get in or out of Abbotsford but this would make it even more difficult for residents of 3067.

Attachment 3 - Email submissions

Response 74	This proposal is ridiculous. How would Council trucks coming from a Richmond and Abbotsford get to the Council's own bloody depot. - by diverting down Existing traffic calmed RESIDENTIAL side streets - Roseneath Street or Noone Street? As will all southern Yarra residents who do the right thing dropping off recyclables at the depot. If this happens no more recycle drop offs for me. All will go in the landfill bin. This Trenerry underpass was built specifically AND at great expense under the freeway to keep local communities connected - and our bloody council seriously considers disconnecting two local Yarra communities by closing a LOCAL COLLECTOR ROAD!! Since when do minority cyclists have the priority to override the rights and access of all other Yarra residents. And trying to sneak it in under the guise of COVID and a Climate action. - SERIOUSLY😂😂😂😂😂 If there are any traffic planners in this council, who put this up they should be sacked, as they are afraid to stand up for common sense, cowed by the bike nazis and Climate Change Cranks in the Peoples Republic of Yarra. Get back to the real world. COPPIN STREET While on the subject, Danae halted the lunatic plan to Fully close Coppin street. Council supported an alternate to convert a traffic land into a bike lane. I don't know if any of you have been there, BUT THERE IS ALREADY A BIKE LANE AND A PROTECTED INTERSECTION BLOCK FOR CYCLISTS. Your own stats show no bike accidents from left turners coming north off Coppin St into Bridge Road. No more action is needed here, beyond cyclists OBEYING THE LAW. To take out a full lane for cyclists when they already have a lane will cause massive local congestion as a left turning carS will BLOCK all through traffic and right turning traffic on Coppin Street. It will also have UNINTENDED CONSEQUENCES as left-turners will now rush their turns and endanger pedestrians in order to clear the intersection quickly and not block all other Coppin St traffic. Can I have a traffic engineer or Councilllor call me to discuss this as the early plan makes no sense?
Response 75	My family and I live in Clifton Hill but we shop and eat out mainly in Richmond. Trenerry Crescent is the shortest and quickest way to travel. If green is the thing, then no closure. Please do not make a decision resulting from the pandemic which is short term. This route is big enough and the coolest for everyone to share and enjoy. Do not also further punish motorists who have to use this road to commute due to work. Thank you.
Response 76	As i am having difficulties submitting my views on the proposal i have taken up your offer to submit my views in this form Ranking Option 1 No closure of Trenerry Crescent Option 3 Three month trial of a half road closure Option 2 Three month trial of a full road closure Other comments I have lived in Ramsden Street for nearly 40 years and regularly use Trenerry Crescent to travel Sth to Abbotsford and beyond. Denying me this access within the boundaries where i live is discriminating . Further the reasons given for the proposed change i would also challenge. Where is the documented evidence based on actual data accumulated over a period of time? This has all the hallmarks of tainted, dodgy survey. Why did i not get notification by either letterbox flyer or email? This closure was tried many years back and was a failure and the Crescent re-opened after residents complaints, and the ineffectiveness of the measures.
Response 77	My choice is (1) No closure of Trenerry Crescent. - Trenerry Crescent opens up the whole of Abbotsford and Kew to Clifton Hill residents without having to use the congested Hoddle Street. - I'm concerned that all Clifton Hill residents wanting to head South will lead to increased traffic on Noone and Roseneath streets. - I'm supportive of providing safer streets, but the selection of this stretch of Trenerry Crescent seems an arbitrary choice.

Attachment 3 - Email submissions

Response 78	Good afternoon, I am writing to you in response to the proposal to block Trenerry Crescent below the Eastern Freeway. As a local who lives at 80 Trenerry Crescent, Abbotsford- this is an awful proposal. To give you some back ground of myself- I am a cyclist, a motorcyclist, a dog walker & a runner. I drive my car around 4 times per week in various directions from home for the most part I am on 2 wheels or my feet- I try to help congestion & the environment as much as I can. In spite of this I can not stand the thought of having to negate Johnston st & Hoddle streets at peak traffic for when I need to head North, West or on the Eastern Freeway in my car. Turning right from Trenerry to Johnston is impossible at peak traffic. That is a fact. Extended travel times are not good for the environment. That is also a fact. Further to this the community consultation has been horrible. For a starters there was going to be no consultation until Stephen Jolly stepped in. Hats off to him. Anyone can sign into YourSayYarra to give feedback & let me tell you there is a lot of highly motivated idealists who are not local to the area throwing in their opinions on the YourSayYarra Survey. These people far outweigh the locals in numbers, organisation & awareness AND are most certainly skewing the notion of "local community support" for the closure. The consultation really needs to be between the effected people of Abbotsford & Clifton Hill And City of Yarra does it not? Why are organised lobby groups able to weigh in? The voting system on YourSayYarra forces a vote of all three options in priority preference. In no way do I support a partial or full closure yet users had to prioritise the partial closure. This is like forcing a Greens voter to put Clive Palmer ahead of Pauline Hanson- neither of the options should be gaining a preference. Has the City of Yarra considered widening the footpath? Most Cyclists use cross the Merri Creek before going under the Eastern Freeway. This section of path is a bottle neck, why wouldn't you fix this first? Not many people use the freeway overpass- improve signage here. Plenty of options will come if you consult the locals. I hope logic prevails & any decision is made with the backing of the local community. Please feel free to call me on the undersigned if you would like a discussion.
Response 79	I am a rate payer and local Clifton Hill resident, residing on Noone Street. I also run my own Business within the city of Yarra and commute daily, to and from Noone street to Bridge Rd on my bike, via the underpass. I love the fact that we have a fantastic Yarra trail to ride along, I feel blessed to have such an abundance of space, amenities and park lands to utilize at my door step. I write to you today to express my anger in hearing what the city of Yarra are proposing to do with the under pass. You claim that this project is about making space!! We'll we don't need more space for bike riders like myself and pedestrians. We already have plenty of paths to ride and walk along including the overpass as well as Merri Creek and Yarra trails. You can't be serious, removing Vehicle Access along the underpass in either direction serves no purpose, like it or not we all need to use cars on a regular bases. Removing a local road just forces longer commute times and more emissions. Can we improve the space for everybody? Yes we can. Construct a wider path along the west side of the Merri creek. It would connect both Merri Creek and Yarra trail, a win for everyone. We need to find a way for all residents and commuters (Bikes, Cars and pedestrians) to work in harmony with each other not punish one group at the expense of another. I hope that common sense prevails,
Response 80	This proposal is ridiculous. How would Council trucks coming from a Richmond and Abbotsford get to the Council's own bloody depot? By diverting their trucks and extra traffic down 'calmed' RESIDENTIAL side streets - Roseneath Street or Noone Street? Adding 10 minutes to their journey, using extra petrol, pollution and Impacting local residents safety & amenity. Same for all southern Yarra residents who do the right thing dropping off recyclables at the depot. If this happens no more recycle drop offs for me. All will go in the landfill bin.

Attachment 3 - Email submissions

	This Trenerry underpass was built specifically AND at great expense under the freeway to keep local communities connected - and our bloody council seriously considers disconnecting two local Yarra communities by closing a LOCAL COLLECTOR ROAD!! Since when do minority cyclists have the priority to override the rights and access of all other Yarra residents. And trying to sneak it in under the guise of COVID and a Climate action. - SERIOUSLY😂😂😂😂😂😂 If there are any traffic planners in this council, who put this up they should be sacked, as they are afraid to stand up for common sense, cowed by the bike nazis and Climate Change Cranks in the Peoples Republic of Yarra. Get back to the real world.
Response 81	I did try to email the yoursayyarra.com.au/trenerry however it was rejected as invalid ? As a resident of the Terraces in Clifton hill I would opt for option 1. I believe if the no left turn signs ,between 4pm and 6pm, were policed more often it might reduce the amount of vehicles using trenerry . Noone St Clifton hill 3068
Response 82	Firstly, can you please advise everyone of the link to the vote. I have received nothing in my mailbox about it and it commences today. I found it by searching the City of Yarra website. https://yoursayyarra.com.au/makingspace/trenerry I have spoken to several local residents who had no idea of the proposed closure, including Rosie at the Flower of Sorrento. She was going to raise it with Albert today, as she was sure he knew nothing about it. I also posted your flyer to our Karma FB page and received several private messages asking for more information, as the comments had been closed off. Quite a lot of people liked the post and I am sure many more would have seen it. I am going to see if I change the post to include the voting link, if not see if they will accept another post on the subject. Unfortunately, I had trouble connecting to the meeting on both my iPhone and laptop. I did eventually connect, but background noise made it difficult to hear some views and I was unable to voice my opinion. In trying to fix the problem, I dropped out twice and had to reconnect, so just listened after that. It was disappointing to find so many cyclist being so one eyed. Most cyclist I come across in the area are very respectful when they use pathways shared with pedestrians and dog walkers, but I have experienced a number of very disturbing instances with male cyclists, who may not have been local and just be passing through our area. I no longer walk my dog along the creek, where for decades I have walked my dogs, initially off leash and then on after restrictions were introduced. I always moved my animals off the path to allow oncoming cyclists safe passage and kept to the right so cyclist from behind could pass easily. However, I have been called a stupid f*g bitch among other things and told it is a cycling path and I shouldn't be on it. I have also had to move onto the rain soaked grass in Quarries Park, that is like marshland at the moment, to get out of the way of cyclists, often one or two parents with children in a bunch. I have seen kids, probably in their early teens, digging up plants and bushes in Quarries Park with large spades and forks creating pathways to ride their bikes. These tracks are adding to the flooding problem, as the rain water is running down onto the flat area. I have also seen bunches or single cyclists in bike lanes on nearby roads, riding with their dog attached to the bike, which is almost being dragged along outside of the bike lane or they are riding in bunches with several outside the bike lane. I have also seen young children riding bikes without using the lanes and no parents to supervise. I mentioned these incidents, because even when considerations are introduced for bike riders and their safety, there will always be those that spoil it for everyone else, just like those driving cars. Apart from the reasons I quoted in my last email about being against the closure, I think Trenerry Crescent is

Attachment 3 - Email submissions

	an essential additional route for emergency services, particularly the police, where it is the most direct route from the Collingwood Police Station. I have many more reasons I could raise, but one thing that cyclists and others do not consider is that most of the elderly who still drive are unable to ride a bike as an option. I know Hiedelberg Road is an option, but coming down from the overpass and joining Hoddle Street can be quite difficult at times when trying to merge with the traffic coming from High Street. Also, with local traffic being diverted from the underpass, I would imagine there would be longer delays getting into Heidelberg Road and Hoddle Street than currently exist. Sadly, with so many hi-rise buildings and density housing being allowed to surround the underpass in recent years and very little car parking allocated for the residents, no wonder they have turned to bikes. Being an environmentalist and strong advocate for everyone to consider their footprint on the Earth, including in my business where I have been pushing and selling environmentally friendly yarns since the 1980's, I would like to think that riding bikes was primarily to help the environment and to keep healthy, but have my doubts. The people moving into these areas must have been aware of the traffic situation when they purchased, but they choose to ignore that and over the years have consistently tried to reconfigure the area's traffic movement to their advantage and the disadvantage of the rest of the residents. Sadly, Clifton Hill is quickly moving away from the Village in the City mentality that I used to love. I would normally love to join the delegation, but being 77 and having health issues that would be compromised should I become infected with civid-19, believe it is not advisable to even entertain it. However, I am more than happy to help with anything I can do in isolation and would appreciate being kept informed. Thank you again for all you are doing for us, particularly with this issue. On 17 Jul 2020, at 10:38 am, Jolly, Stephen Cr <Stephen.Jolly@yarracity.vic.gov.au> wrote: Hi East Clifton Hill and Victoria Park resident, Thanks to all of you attended the Zoom meeting and/or contacted me the Trenerry Crescent issue. Sorry for delayed update, I've just recovered from a stomach bug and was out of action for a day or so. A proper email list for a) all locals who have contacted me on this matter and b) a second list for the resident delegation (see below) will be set up later today. Three comments from me and then a suggested way forward: The Department of Transport won't close Trenerry Crescent to vehicular traffic in my opinion (based on conversations with State government). The police won't police the no turn ban at certain times into Trenerry Crescent from Johnston St as they don't have the resources because they are under pressure to deal with the ice/heroin industry in North Richmond. Introducing local traffic only signs are next to useless as they are legally unenforceable. The feedback from the community to me is roughly 70/30 against a full closure. However literally almost everyone wants to improve safety for cyclists and pedestrians who use the underpass and also want to discourage rat-runners. The way forward is a delegation from residents to meet Yarra Traffic Experts next week. Those of you who volunteered to be on the delegation will be contacted by me soon. If you want to join them, email me asap. The Council vote thing has started and I'll let you know asap as to the results. My opinion on the matter, having lived on the intersection of Yambla and Wright St for 15 years and having listened to all of you, is we widen the footpath and turn it into a protected dedicated cycle lane/pedestrian footpath to increase safety. Officers say this is possible and affordable. On top of that the road be made one-way going north; or lights installed to ensure a contra-flow; or change the one-way direction at points during the day. This will maintain access for cars and emergency vehicles for locals while discouraging rat-running by slowing it down. There are other ideas from residents. Whatever happens, I will keep you fully informed and BEFORE this comes to Council for a vote, I will organise a second Zoom meeting for you all. Email or text/ring me directly if you have questions or ideas. Regards Stephen Sent: Tuesday, 14 July 2020 1:12 PM To: Jolly, Stephen Cr <Stephen.Jolly@yarracity.vic.gov.au> Subject: Attempt to Close off Trenerry Crescent Hi Stephen, Here is a copy of my original email. Thank you for the invite to the Zoom meeting tonight.

Attachment 3 - Email submissions

	Hi Stephen, Firstly, thank you for keeping your eye on the ball for us. It is much appreciated. I was stunned when I read your flyer. I can't even believe the Council are entertaining this closure, yet alone wasting our rate payer taxes on something so ridiculous. Unfortunately, I do not trust that the council will ensure each resident will receive notification of the vote via a letterbox drop, as Dwyer Street was closed without notification. I came home to find it had taken place without any consultation with those most affected. I was told I had been notified by a letterbox drop, but neither I, nor the neighbours I spoke to, had received any notification. I must admit, although it was an inconvenience at first, I am used to it now and the street, although never that busy, is a little quieter. Trennery Crescent is whole different kettle of fish. Many years ago I was involved with the group that tried to stop the peak time closure of Trennerry Crescent at Johnson Street and then the push to re-open it, that had the full support of most people in the area. A while ago, I discovered they had closed it again at peak time and I had to drive way out of my way to get back home. Again I had not seen or received any notification of the peak time closure. I use Trenerry Crescent whenever I am heading over to that side. I often head to Kew, Richmond, Abbotsford, Collingwood etc and further afield for shopping, doctor's appointments and visiting family and friends (not that that is an option at present). My daughter lives in Collingwood and I have found that is the best route for me. I am totally against any closure. I walk under that overpass with my dog and it is perfectly safe. I can't speak for bike riders, but they can walk their bikes on the footpath if they chose to and they are in the minority when using this access. I would be very interested in joining your Zoom meeting. Although I regard myself as pretty tech savvy, a Zoom meeting is new to me, so just hope I can connect OK. I look forward to hearing from you.
Response 83	As an ex-employee this is my first time emailing as a resident. It feels strange knowing you in another life but wanted to register my dissatisfaction with you. I write regarding the planned closure of Trennery. I have completed the online survey but 250 characters is hardly sufficient to share ideas, and this is all that is allowed on the site. I'm over 300 characters here already. How do we share considered opinions in 250 characters? I am upset that consultation was so late coming, that there is no data or evidence made available that should be informing this proposal and that is seems to be built on flawed or untested assumptions. Those of you who know me know I am an avid bike rider, I ride that road all the time and feel safe. For people who don't gfeel safe there are plenty of off road options nearby. On the occasions when I do drive I always use that road. To get to the freeway to see my family, to get to the depot to drop off large recycling things, to get to the nursery to get my new vegetable plants. If this road was closed I would be forced out on to Johnston (which is already a nightmare to get out onto) and then onto punt, and we all know about punt road. In my experience that road is only busy in peak hour and has traffic calming infrastructure in place. I don't see that this proposed closure would create benefits commensurate to the costs to locals.
Response 84	A full or partial closure of the Trenerry Crescent would be extremely unfair to residents who use it as their main access into and out of the neighbourhood - those (including elderly and disabled people) who do not ride bicycles, and need to travel to destinations whose distance make walking an impossible option. This is a route currently used by peak hour north-south-bound traffic as an alternative to Hoddle Street. Obviously this route was a deliberate decision made by Department of Transport to alleviate the congestion caused by their choice to prioritise the north-south traffic using Hoddle Street to access Eastern Freeway over east/west

Attachment 3 - Email submissions

	traffic using Johnson Street. These traffic peaks total only approximately three hours, each weekday. (about 15 hours total per week).This proposed road closure would be a completely unfair penalty to impose on the residents for all of the other 153 hours each week. I use Trenerry Crescent daily, and have noticed no unusual danger or accidents involving cyclists or pedestrians. The proposed closure or one-way system semi-closure would be too disruptive, and prevent access to the neighbourhood when needed by emergency services. A full or partial closure, even temporarily, should not proceed.
Response 85	Re temporary closure of trenerry crescent.I would not like to see it closed at all as I use it 6 days a week to commute to and from work
Response 86	Just a quick note writing as a longstanding local East Clifton Hill resident, to let council know why I support the status quo or another option not listed which better balances the diverse needs of Yarra residents and all who currently use Trenerry Crescent. I remain appalled that certain sections of the local population seem to again be trying on what I see as an elitist NIMBY exercise, with a small cohort of residents who enjoy some of the highest real estate values in the state looking to "calm" traffic in the area benefitting, with seemingly little consideration for the many diverse needs of others which are currently met. It also seems we could be surrendering general amenity to the local bike riders and the broader metropolitan bicycle and open space lobbies. While in principle I support the expansion of bike and pedestrian safe use, and understand the need for associated "safe" infrastructure, Options B goes too far while C seems unworkable. There needs to be a balance. The section in the information sheet on "Potential Impacts" is a joke. Anyone who lives locally knows how difficult access to and from south of the freeway is in peak period via Hoddle St or Chandler Highway. If the road is closed, any locals who need to car commute south for work, school, sport, health, regular care for relatives, etc, will find their trip significantly extended if they need to travel in peak hours. And not just locals. All those in a similar position who live in the areas south of the freeway or north of Heidelberg Rd will also add to congestion of the other 2 corridors. Access to and from the council depot is another important consideration. No mention is made about climate and pollution impact related to increased traffic stoppages, or of the reduction of access opportunity for emergency vehicles. Option 3 is a puzzle? A very strange compromise if that is the intention, it actually ends up penalising any local resident needing to travel south while encouraging continued use by those travelling north, many from Boroondara and further afield . This makes no sense to residents as East Clifton Hill residents will be forced onto major arterials to cross the freeway. The attempt to impose a "trial" during the COVID emergency can only be described as a macabre piece of opportunism. We all know that reduced traffic has temporarily improved flow on the other arteries South. But, if we consider recent significant traffic level increases after restrictions were lifted, this will soon worsen if and when, as we all fervently hope, the epidemic eases. At that time any moves to restore current traffic conditions could unleash an extremely acrimonious communitydebate. This brings into focus the issue of communication to residents, particularly now that local papers no longer around to report on council affairs. Relatedly can you inform me as to the areas in Yarra in which this sheet has been distributed? As an urgent matter the present laughable Consultation period of 15 days (already in Day 5) needs to be considerably extended. Council needs to seriously reconsider its position in relation to the presentation of this issue to its citizens, beginning with the development of a serious Consultation process. Please find below my preference and comment for Local Area Placemaking/Trenerry My Preference Option A Option C Option B Other Comments :

Attachment 3 - Email submissions

	Just a quick note writing as a local East Clifton Hill resident, to let council know why I support the status quo or another option which better balances the diverse needs of Yarra residents and all who currently use Trenerry Crescent. I remain appalled that certain sections of the local population are again trying on what I see as an elitist NIMBY exercise, with a small cohort of residents who enjoy some of the highest real estate values in the state looking to "calm" traffic in the area benefitting, with seemingly little consideration for the many diverse needs of others which are currently met. It seems we could be surrendering general amenity to the local bike riders and the broader metropolitan bicycle and open space lobbies. While in principle I support the expansion of bike and pedestrian safe use, and understand the need for associated "safe" infrastructure, Options B goes too far while C seems unworkable. There needs to be a balance. The section in the information sheet on "Potential Impacts" is a joke. Anyone who lives locally knows how difficult access to and from south of the freeway is in peak period via Hoddle St or Chandler Highway. If the road is closed, any locals who need to car commute south for work, school, regular care forrelatives, etc will find their trip significantly extended if they need to travel in peak hours. And not just locals. All those in a similar position who live in the areas south of the freeway or north of Heidelberg Rd will also add to congestion of the other 2 corridors. No mention is made about climate and pollution impact related to increased traffic stoppages, or of the reduction of access opportunity for emergency vehicles. The attempt to impose a "trial" during the COVID emergency can only be described as a macabre piece of opportunism. We all know that reduced traffic has temporarily improved flow on the other arteries South. But, if we consider recent significant traffic level increases after restrictions were lifted, this will soon worsen if and when, as we all fervently hope, the epidemic eases. At that time any moves to restore current traffic conditions could unleash an extremely acrimonious communitydebate. This brings into focus the issue of communication to residents, particularly now that local papers no longer around to report on council affairs. Relatedly can you inform me as to the areas in Yarra in which this sheet has been distributed? As an urgent matter the present laughable Consultation period of 15 days (already in Day 2) needs to be considerably extended. Council needs to seriously reconsider its position in relation to the presentation of this issue to its citizens, beginning with the development of a serious Consultation process.
Response 87	I am a local resident to Noone St, Clifton Hill, and I have strong concerns with both the proposed Trenerry Crescent closure and the consultation process. The street is an essential local thoroughfare for residents - it provides those who live in Clifton Hill access to Abbotsford, local businesses, community, services and schools, and those who live in Abbotsford with access in the other direction. Cutting off Trenerry Crescent cuts off access to the south for Clifton Hill residents and to the north for Abbotsford residents, instead forcing those of us who need to drive onto Hoddle Street. The consultation process for this is open to anyone - any data collected as part of this survey would not be representative of the people that are affected by the closure or use this route. 1. Anyone with an internet connection can vote, regardless where they live or what roads or paths they frequent. 2. The fields are free text, anyone can submit a vote over and over and over again (there is no unique identifier). 3. You have asked for community consultation, but restricted any feedback to 250 characters (50-60 or so words). I fully support upgrading infrastructure (e.g. upgrading bike trails!), but not at the cost of residents' amenity who rely on this street to remain connected. Any closure of Trenerry Crescent would have a clear detrimental effect on residents in Clifton Hill and Abbotsford.

Attachment 3 - Email submissions

Response 88	I am opposed to this proposal it's absolutely a waste of tax payers money and it effects my commute to work.
Response 89	Although a full closure of Trenerry Crescent as proposed would prove an inconvenience to us personally, the benefit to all residents around Yambla, Ramsden and Roseneath Streets Clifton Hill, in respect to no continuous rat running in the morning and evening would be significant. Half closure southbound will funnel even more rat runners through Yambla street in the evenings. Northbound closure would be more acceptable as most rat runners would be using the much wider Roseneath street in the morning to access Trenerry Crescent. Any half closure would defeat most of the anticipated benefits from closing Trenerry Crescent and would I feel create a number of dangerous scenarios involving the mix of cars, pedestrians and cyclists. Improved traffic flow strategies will need to be employed in Johnson Street between Trenerry Crescent and Hoddle Street to compensate for the increase in vehicular traffic that no longer will be able to use Trenerry Crescent. I personally would be prepared to accept a slighter longer travel time if the benefit was less or no rat running in Yambla Street in particular. Most of these rat runners do not adhere to the 40 kph speed limit and rarely if ever indicate or obey the stop sign at Grey Street thereby creating significant issues for both pedestrians and cyclists. In brief , if there is to be a closure, I would favor a full closure. If there were to be a part closure my preference would be for the northbound lane to be closed. That said I can see the problems that would create so really I can't accept any form of part closure unless the northbound lane was converted to southbound use only. Full closure therefore remains our over-riding preference.
Response 90	Feedback on the proposed closure of Trenerry crescent: I am against the closure: -there is considerably less car and bike traffic at the moment and therefore I do not see the need nor benefit to the safety of bike users -we are also currently and for the foreseeable future wearing face masks adding another layer of protection for times when we are required to walk passed someone -there is a wider path on the other side which is a 1 minute detour(if that!) for bike riders, as well as being a nicer ride for them. Perhaps we could just use signage to redirect bikes across the path at Dights falls instead? A much simpler and cost effective option? -I use that route at least twice daily in a car and have never experienced any issues with sharing the road with bikes -I also use the pathway for my walks and very rarely have a problem when encountering others -This will add even more congestion to Hoddle Street. In normal times it can take me 10 minutes to get onto Hoddle Street from my home and then a further 10 minutes to get across the traffic lights at the freeway. This same journey takes me 4 minutes through Trenerry crescent. On the journey home with no right turn from Johnston Street into Hoddle, it will add at least 20 minutes whilst lining up to turn from Gippsland or Langridge streets. This doesn't sound like a locals proposal at all!
Response 91	I have completed an on-line response to this proposal however I'm not sure that it was submitted as I didn't get a receipt nor did the page change. The on-line feedback showed a map of the area but only Options 2 & 3 were displayed, which suggests there's not an Option 1. All Options should be referred to and described at all opportunities. Please find my feedback comments attached: Comments on project: 1. I am appalled that Council had to vote on seeking community feedback: STAKEHOLDER CONSULTATION SHOULD BE THE FIRST ITEM ON ANY PROJECT. 2. there are already 3 ways for pedestrians (2 x footpaths, 1 x overpass), and 4 ways for cyclists (footpaths, overpass & road), to move from East Clifton Hill (ECH) to Abbotsford within less than 300 m of each other. 3. residents of ECH can be gridlocked, by 3 major roads and a waterway, at any time of the day, and Trenerry Crescent is the only way we can link with our extended local community safely. 4. This has been proposed previously and is not wanted by the majority of residents. 5. there are existing measures (eg.left-hand turn bans) to attempt to control rat-running from Johnston St to Heidelberg Road: THE ADDITION OF TRAFFIC CAMERAS AND THE ISSUING OF FINES WILL ASSIST WITH THIS PROBLEM. 6. Current traffic-flow data may show that the main traffic flowing through the area is of local residents: FROM 2011-2016 (City of Yarra/Social Atlas/.id.com.au) THE PREVIOUSLY-INDUSTRIAL AREA BOUNDED BY ROSENEATH, GRAY, EASTERN FWY & RUTLAND STS GREW BY 340 RESIDENTS (while all other pockets of ECH grew by an average of 23 only), AND HAS MOST LIKELY GROWN BY EVEN MORE IN THE LAST 5 YEARS. 7. I have lived in ECH for almost 40 years, in O'Grady Street, and continue to be frustrated by peak-hour "rat-runners" as they SPEED through the area, ESPECIALLY ON FENWICK ST AS THEY TRAVEL TOWARDS HEIDELBERG RD. THIS IS UNACCEPTABLE. 8. Local residents must be able to move south from, and north to, ECH in a pleasant and safe manner, not as part of the frantic, stressful and aggressive major road commuter traffic.

Attachment 3 - Email submissions

Response 92	My complaint is that it should be open to everyone using a vehicle not just bike riders. Personally I need to use this road to get to the supermarket and other essentials. I live Yambla street and have no problem sharing a road with other drivers. I see no reason to close the road when there is a bike track/lane by the river. Closing the road would be a huge inconvenience to myself and I'm sure other residents.
Response 93	I am just replying to the proposed temporary closure of trenerry crescent. Although I think the idea in theory is great, practically closing both lanes would cause increased stress and have a negative impact on our quality of life. We do, however, acknowledge that there is a significant issue with traffic passing through here. We live on Maugie st and every morning cars race through this area well over the speed limit - this leads to significant safety concerns as we have 3 young children. If it was possible - an ideal solution would be to close the street to all but local traffic. Closing southbound lane would also be ok Our community is very much joined between the Abbotsford and Cliftonhill side. Although we walk as much as possible between the two, sometimes this is not practical with 3 children (one a baby). Closing both lanes would significantly increase travel times - particularly going north (although it would still increase inconvenience we could cope with closing the southbound side). We also share pickup and drops offs to ELC and school between both groups which again would be limited if the road was closed. Overall closing both lanes would cause much increased stress for us: We live on the Vic park side and we have children at Clifton hill primary school. We are two working parents (myself a doctor so need car to drive to all the hospitals). It is already a huge stress getting kids to school and it would add significantly to our time to get to school if we could not use the north bound trenarry crescent - either to take kids to school on way to work or to drop kids off at friends places who live on the Clifton hill side. South bound is not so important as its much easier to get around from Hoddle st back onto Johnston st this way. In addition, we have to often access freeway quickly to get children to grandparents' house etc and again not being able to access this by getting around then onto Hoddle and then onto freeway. Closing Trenerry would add a significant time to our travels (not a short amount of time like mentioned in the newsletter) The reason we live in abbotsford on a small block with 3 children is that travel times are quick. By adding this time, it would significantly impact on our quality of life. Our ideal would be to shut off this area to everyone except locals - not sure if there is a way to do this through number plate monitoring? Our second preference would be to either keep it open (with more speed humps - particularly along lulie and maugie - or eve make these one way or close off?) or do option 3 - partial closure of southbound lane. Although this would add some inconvenience, we acknowledge the great benefit to reducing traffic passing through so this may be the best option. Our third preference would be option 2 which would make things much more difficult for us.
Response 94	I am strongly opposed to the options of both full and partial road closures in Trenerry Crescent. I find it insulting that you are justifying this as a measure to protect my health, safety and wellbeing as a resident of Yarra. It will not. It will have adverse effects on my health and wellbeing. I find it absurd that this is even being proposed and I feel that you are pushing this agenda for the benefit of bike riders primarily and using the pandemic to justify it. Bike riders have plenty of bike lanes and they have bike paths, especially in this area. They do not need roads to be closed. I am a long term resident of Clifton Hill - I was born here and have lived here for most of my life (35 years). I have a full time job in the Eastern suburbs of Melbourne and use Trenerry Crescent to commute to work from my place of residence in Clifton Hill and back. I travel on Trenerry Crescent multiple times a day throughout the week, and also use it to commute to Richmond multiple times a week to visit my partner. I cannot use public transport, or a bike, due to my chronic asthma and compromised immune system. These are conditions which mean that I am at a higher risk of contracting COVID-19 and having serious complications as a result. The closure of Trenerry Crescent will also add a huge amount of time onto my commute to and from work, and also to my partner's house. As a result, this will have a significant negative effect on my quality of life and on my mental health. I propose that there be no road closure to Trenerry Crescent and propose that instead of penalising the residents of Yarra who require the use of Trenerry Crescent to commute to their jobs etc. that you instead

Attachment 3 - Email submissions

	implement processes to stop people from outside of Yarra using the roads and the parklands and bike paths etc. as these people are the ones most likely congesting the area and making it unusable.
Response 95	I would like to register my objection to closing Trenerry Crescent either temporarily or permanently. As a long term resident in Clifton Hill for over thirteen years, this road is crucial for me to be able to attend doctors and physiotherapy appointments in the eastern suburbs in a timely manner. It is also the only road locals in Abbotsford and Clifton Hill have to move between the two suburbs, while cyclists and pedestrians already have many options within a few hundred metres. This is going to impact Abbotsford residents even more so than me, how are they to get onto the freeway in peak hour traffic, access the recycling centre, Childcare centres, sports grounds, Scout Hall, Clifton Hill Primary School, Spensely Street Primary School etc. You could almost close any other road in Yarra and have less impact on residents than this crucial road. I feel it is very unethical to even consider closing this road, the only road directly connecting Abbotsford and Clifton Hill.
Response 96	With regard to the closure of Trenerry crescent I would go for option '3' and should you be looking for some urgently needed maintenance work the path that follows the Merri creek down to the foot bridge along side footy oval Clifton hill just near fabulous recycling depot is desperate for a gravel topping it's much used by walkers/cyclists and is a bit of a safety hazard at the moment especially on the hill section see photo with exceptionally good looking small dog !! Thanks for the great work by council and employees Abbott grove Clifton Hill
Response 97	This is regarding the proposed changes to Trenerry crescent, Clifton hill. I think that cars should still be allowed to drive up and down the road, if you take away vehicle use it will create terrible traffic elsewhere in the area. I think bollards should be set up for bikes and bikes should strictly not be allowed on the path. There are plenty of bike paths around the area and they are allowed to ride anywhere without restrictions, however for us dog walkers there are plenty of restrictions and barely any bins and poo bag dispensers, we pay $70 to register our dogs per year and cyclists pay nothing. Yes there are more people riding bikes as a result of covid but there are also a lot more dog walkers and new dog owners, when will we stop being the lowest on the totem pole? There's not even lights throughout Yarra Bend Park. A lot of cyclists around here are too fast and do not consider that there are dogs and people walking around. It is hard to try to get your dog out of cyclists way when they're flying around the park and the paths scaring our dogs. I would like to see less of a focus ways to make the area better for cyclists and more of a focus on people walking and dogs.
Response 98	As someone who is a walker of the very paths in question and I have been for several years, I have noticed a growing problem for people seeking to use the paths for recreation by jogging or walking with their families and families cycling together, long before COVID. All are being put at risk by a large number of cyclists travelling these shared pathways at extreme speed coming too close to people walking, or screaming at them to get out of the way. This group are making the use of our parks a more and more unpleasant experience for the majority through their selfish behaviour. Our parks and recreation areas are a lot more than a velodrome for cyclists (the majority of problematic riders appear to be men in the 20s, 30s and 40s) The problem is not inexperienced or family cyclists as your flyer implies, in the main parents are doing a great job teaching their children about the shared nature of the paths and the need to be polite and considerate of others and any plan should look to making the area user friendly and relaxing for all of us . To call your flyer Making Space is a misnomer. You are in fact reducing the ability of those on foot and families from enjoying our beautiful parks, for the convenience of those who want to use the pathways as some sort of velodrome to speed along making them unsafe for the rest of us. More space to encourage more cyclists to speed through our suburb will just make more of the space unusable to walkers and joggers and families who are more likely to be local residents, for the convenience of a group who have the option to use the bike lanes on all our roads. During Covid times, you cannot drive to the parks and then cycle through them (you cant get a park in the Esplanade at the weekend and people are constantly pulling up and unloading their bikes) Rather than further cut Clifton Hill off from the rest of Yarra, consider other measures such as : Some Strong Clear Signage Around the rules of usage shared pathways: 1: Cyclists cannot travel at speeds faster than brisk walking pace on shared pathways, 2: pedestrians and cyclists must stay to the left side of any path, 3: cyclists must stay on designated paths and not use gravel walking paths, 4: Where roads have bike lanes cyclists must use these. Next, the rules need to be enforced. You need to have rangers out and about reminding everyone of what is and is not acceptable behaviour in a shared public space and fining those who do not follow those rules. Behaviours won't be modified whilst there are no consequences. As it stands it can be quite dangerous for

Attachment 3 - Email submissions

	pedestrians, the elderly or children given the speed at which cyclists are travelling on shared pathways and as we know, cyclists are not registered and don't have to show any form of ID so if they injure someone they cannot be pursued for compensation. The cyclists careless, cowboy behaviour can cause considerable hardship and cost for others who are equally entitled to use the paths. Their bad behaviour will continue if it is not called out by authorities. The new thugs of the parklands and paths around Clifton Hill are cyclists who think it is their divine right to use the paths as a velodrome and travel at speed regardless of the needs of the local community and seem to see their needs as above those of other users of the paths. Their tactics of speeding right up behind walkers and joggers including families with young children, then either shouting or dinging their bells is a form of intimidation that is growing and making the use of the paths an unpleasant experience for the rest of us. It also makes the rest of us fell unsafe in our parks. The narrow walkway of the bridge on Heidelberg road is a case in point for this kind of behaviour on a daily basis and it is a problem along the entire path from Dights Falls to Heidelberg road. This proposal only has benefits for cyclists not the rest of the community and I think needs to be better explained. Who proposed this change? Do they have any vested interest in seeking higher rights for cyclists? What independent management of shared pathways has been undertaken to suggest that this is the best course of action? Has consideration been given to other alternatives such as slowing the speed of the cyclists around Trenerry Crescent and under the freeway What consideration has been given to the residents of Clifton Hill who use this road to get to and from Johnston Street and towards Kew and Hawthorn? What alternatives or consideration of their needs have been taken into consideration? As I look at this proposal I think it is self serving for a special interest group and does not consider the wider community. The language is designed to pretend your are making things better when in fact it has no benefit for regular park users who walk or motorists in Clifton Hill. It is just another impost on us for the sake of cyclists. There should be NO closure of Trenerry crescent at all. If Council moves to the closure and encourages more speeding cyclists through the area are they also going to take on the liability of injury compensation to those walkers who run a higher risk as a result of the increased bike traffic it encourages.
Response 99	My name is and I would like to register my support regarding the closure of Trenerry Crescent for Option 1, to keep Trenerry crescent open to vehicle access. As a 15 year Clifton Hill resident and an Abbotsford business owner, this link road is absolutely vital to maintain our accessibility between our neighborhoods, homes, and businesses. Hoddle street is NOT an option for many residents at certain hours of the day, and the closure of our alternative route would be unacceptable.
Response 100	I'm lodging my seriously concern for closing of Trenerry Crescent. I live on Noone Street and use this access to go shopping (especially now during COVID) and to get to the parks such as around the Studdly Boat House for dog walks. Not to mention visiting friends in the area. Walking around that area is not safe at night so you would be asking me to walk unsafe or force me to drive on Hoddle street unnecessarily. Forcing local traffic onto Hoddle at all hours for the 10 or so problem hours a week is not the right answer to a minor but real problem. As a resident of Clifton Hill I strongly request you consider alternatives than closing this necessary access between Abbotsford and Clifton Hill. No closure of Trenerry Crescent.
Response 101	Great work- the narrow strip along Trenery Cres is impossible to pass people at the moment with a 1.5m distance. This is the best way to transition our city to a more active and sustainable transport mode. Great work- the narrow strip along Trenery Cres is impossible to pass people at the moment with a 1.5m

Attachment 3 - Email submissions

	distance. This is the best way to transition our city to a more active and sustainable transport mode. Great work- the narrow strip along Trenery Cres is impossible to pass people at the moment with a 1.5m distance. This is the best way to transition our city to a more active and sustainable transport mode.
Response 102	I am a resident of Spensley Street Clifton Hill.I support a trial of one lane closure provided the trial closure finishes in three months and the cres is totally reopened. The evaluation should be done at that time ... not waiting to dec.Also a question: what is the rationale for closing sth bound not northbound ... as the worst rat run is 4 to 6pm up Fenwick st, not am traffic going south in the morning.Also a question: what is the rationale for closing sth bound not northbound ... as the worst rat run is 4 to 6pm up Fenwick st, not am traffic going south in the morning.
Response 103	Customer wants to get update on the road closure of Trennery Crescent and when the resident would be notified about the closure.
Response 104	I write as an interested party having been the community chair of the East Clifton Hill Resident Traffic Group that first met in 1993 and as result of that group the current traffic measures such as turn bans off Heidelberg Rd up to 8.45 am, cane into place as did a left turn ban off Johnston street into Trenerry Cres in the evening. Council hopefully still has the minutes of those meetings. I live at 167 Spensley St Clifton Hill 3068. I also feel obliged to say that the use of the Covid-19 pandemic as some sort of reason for this proposal is frankly disingenuous and an insult to the intelligence of residents of East Clifton Hill. I am aware from a conversation I had with one of Council's traffic engineers in May to again discuss options to reduce through traffic coming off Heidelberg Rd in the morning that the idea of closing Trenerry Cres has been around for some time, I suspect well before Covid-19 became a significant or known issue. If the idea has merit it should be able to be proposed and promoted on its own merits. I cannot see a rationale link to Covid-19 and if one thinks about it the best social distancing measure is to say in the bubble on one's own car while moving around, rather than passing by someone who might cough, sneeze or blow hot exhaled air over you from the exertion of exercise or vaping. I am not in favour of any proposal. As with speed humps and other measures the amenity of easy movement around and into and out of our own community is affected because of others, who not reside or work in the area. As someone who travel to Kew to work, just in Studley Park Rd and also East Hawthorn it makes no sense to force me around a much longer way. I am sure I am not the only resident here who does this or similar. I will respond to Council's arguments in turn. • create more space for people to keep a safe distance from each other on the adjacent Capital City Trail and Merri Creek Trail The walking bike trails are adequate in terms of social distancing and 50 to 100 metres away in general from Trenerry Cres. I cannot see someone riding the trail moving to the road because of social distancing issues. In any case the evidence that people passing each other is an infection risk at ordinary walking or riding pace is negligible. In the end one still has to use common sense and pass another person with attention to distance. Making more 'room' will not guarantee that. Is council proposing to separate pedestrians from riders or have them go one way, some on the road others on the trail? • provide safer riding conditions for vulnerable road users and less confident bike riders What or who is a vulnerable road user, a poor driver, a careless cyclist? This makes no sense and is some sort of feel good notion. I would say the less confident bike rider has the trails to use. There are adequate bike lanes on the road, until the corner where the ETU building is. This could be dealt with by a shared pedestrian/bike path on the river side of Trenerry Cres going downhill to the where the creek enters the Yarra, then join the bike path there. Perhaps the council could purchase the corner of the ETU building to accommodate this. • create safer routes to local schools and community facilities, such as Victoria Park There is one school and kindergarten in East Clifton Hill. Would council want people who live outside of the area that attend these centres to stay in Johnston or Hoddle street to access these or approach via East Kew along Heidelberg Rd for access? See also below in comment on the environment, this will only increase congestion in those roads, increase travel times and pollution and make traffic for cyclists on those roads even more dangerous. • help address safety and amenity issues for bike riders who share this part of the street with cars

Attachment 3 - Email submissions

	Bikes and cars have to learn how to interact with each other with my observation is that is occurring. As a sometimes rider to work my greater risk is from other cyclists even in dedicated lanes. A lot of riders do not see the need for applying the same caution to operating their bike as they would in a car. For some reason there is a disconnect around the application of road rules to use of the road even when a bike path exists, e.g. safe passing, indicating when deviating out of lane. Stopping at signals/trams and pedestrian crossings etc. More bikes on the road more risks here too! • help address current safety issues at the Grey Street / Trenerry Crescent and Johnston Street /Trenerry Crescent intersections (and other locations) by removing and reducing conflicting movements and reducing traffic This can be done by better signage. Closing only the southbound lane will not address this and it is the northbound traffic that ignores the stop sign. • help Yarra deliver on our new Climate Emergency Plan and address the climate crisis while responding to and recovering from COVID-19. Making it harder to get around by forcing cars onto Hoddle/Johnstone or making cars go around via the Chandler Highway and Heidelberg Rd won't make anyone's economics better in terms of fuel use, vehicle wear and tear and their time. The same applies for climate change. Cars at speeds 40-80 kph per hour depending of course on speed limits, use less fuel than when idling or moving in stop start traffic for distance covered. The closure argument really makes no sense here at all for this point. As has been requested in the past the solution is to enforce the turn bans off Heidelberg Rd in the am peak by enforcement. As the Police cannot be there every day install cameras and issue fines. Once they hit people's letter boxes behaviour will change. As for the evening peak, as previously proposed install traffic lights at Trenerry and Johnston St with appropriate turn arrows or signals denying a left turn in the evening peak. It was considered in the past reasonable to allow right turns into Trenerry Cres off Johnston St to allow residents working in the Eastern suburbs to be able to return home. Lights have been installed at the river side developments in Johnston St, for exiting traffic from those centres. Another set of lights synchronised to the others would be effective and control traffic. Traffic lights tend not to be ignored or missed compared to signs on poles. I trust this nonsensical proposal is abandoned.
Response 105	I am strongly opposed to the proposal to close Trenerry Crescent (TC) and I am also appalled by the council's lack of engagement regarding this proposal. TC provides an important access route for me and other Clifton Hill residents to the entire inner east and all its services. Its closure would also mean emergency services would have to access Clifton Hill via busy Hoddle/Johnston Streets to attend an emergency which is of concern to me given my age and health issue.
Response 106	I write to express my deep concern regarding council's proposal to close Trenerry Crescent and to seek some further information regarding this proposal. I would be grateful if you could please provide a response to the following: I have been informed by other residents that council initially had no intention of consulting with Clifton Hill residents regarding this proposal. Is that correct? If yes, why did council form the view that it was not necessary to consult with local residents that would be directly affected by this road closure? I note council's information sheets states that this proposal is designed to address safety issues for cyclists and pedestrians. Could you please advise what data was relied upon in forming the view that Trenerry Crescent required closure due to safety issues for cyclists and pedestrians? For example, how many vehicle collisions have there been involving bicycles and/or pedestrians on Trenerry Crescent. Closing Trenerry Crescent would cut off a key access road into Clifton Hill. Please provide me with information regarding any consultation that council has undertaken with the Metropolitan Fire Department and Ambulance Victoria regarding the impact upon the delivery of emergency services in Clifton Hill and the additional time that will be required for emergency services vehicles to access Clifton Hill via Hoddle Street. If council has not undertaken such consultation, please advise why council deemed that the safety of local Clifton Hill residents was of insufficient importance to warrant consultation. Closing Trenerry Crescent would cut off a key access road into Clifton Hill. Please provide me with information regarding any consultation that council has undertaken with the Metropolitan Fire Department and Ambulance Victoria regarding the impact upon the delivery of emergency services in Clifton Hill and the additional time that will be required for emergency services vehicles to access Clifton Hill via Hoddle Street. If council has not undertaken such consultation, please advise why council deemed that the safety of local Clifton Hill residents was of insufficient importance to warrant consultation. In relation to point 3, I note that the Metropolitan Fire Department has identified our property as being at risk in the event of bush fires in nearby bushland along the river. Having been caught up in the catastrophic bush fires on the NSW south coast

Attachment 3 - Email submissions

	over summer, I have a very keen appreciation of the fact that bush fires are a very risk and evacuation routes and access routes for emergency services are critical. Further, some years ago I was the victim of a terrifying aggravated burglary and thankfully the police arrived within minutes of my call. Again, this makes me very aware of the critical importance of maintaining proper road access into and out of suburbs. Finally, I would like to make the point that this proposal has taken many member of my local community by complete surprise and it appears to be driven by outside interests. I strongly urge that council put safeguards in place to ensure that consultations such as these take into account only the interests of local residents affected by such a proposal. I would be grateful to receive your response by close of business Thursday 30 July, noting that council's deadline for responding is 2 August.
Response 107	For us Trennery Crescent is not a principally a "rat run". It is a second point of access to our suburb from the eastern suburbs. We use Trenerry Crescent to access family, friends and health care facilities which are not easily accessible locally or by public transport. Even with good public transport we would not be choosing to use it in COVID19 times. We are in a vulnerable age group and have chronic health conditions. This makes it unwise to use public transport that unfortunately is a high-risk environment for everyone at the moment. We don't see the advantage of having Hoddle St as the one access point to our home, regardless of whether we travel into Clifton Hill, out of it, or go north, south, east or west. Trennery Crescent does carry more traffic into our street and some streets close by but only for short periods of the day. Some of the increased traffic comes with medium density housing (which we support). Having one access point only to a large section of a suburb is poor urban planning and a potential health and safety issue. People need to be able to get out of Clifton Hill as well as in. Adding to the congestion on Hoddle St is not be helpful and does nothing to reduce pollution from traffic. It adds to the time more cars are on the road. Traffic along Trennery Crescent and connecting streets is highly managed by speed limits, roundabouts and speed humps which effectively control safety issues. It should be possible to improve bike tracks on Trennery Crescent between the entrance to Dight Falls and Johnston St. Local pedestrian access to Victoria Park and riverside parklands could be enhanced by introduction of pedestrian crossings, with or without lights. Pedestrian crossings on Gold St and the treatment of the roundabout at the corner of Hodginson St and Gold Street are effective. Safe access to Vic Park from the streets north and west of Vic Park is via the walk bridge over the freeway. For these reasons we support Option 1 of the proposed options for the trial closure. That is: No closure of Trennery Crescent.
Response 108	I have lived in Clifton Hill for 7 years and I am very concerned with the news of the potential road closure under the freeway. Below I will explain my main concerns. An increase to the local population with a number of apartment buildings being built/to be built which has increased local traffic and thus we need this road to accommodate this. The next available entrance options for locals into Clifton Hill (when heading outbound) will be via only 3 points (one of which is just a service laneway) and both are inadequate to absorb the increased flow and will build up onto Hoddle street. (1) R. turn into Parslow St (a.k.a Schots Laneway!) – > there is no dedicated slip lane off Hoddle, and traffic will be forced to bank back onto Hoddle. This one-way laneway has no capacity to absorb local traffic, it is a laneway that Schots use for deliveries. 2) R. turn into Roseneath -> There is no dedicated R turning light, the slip lane can only hold 3 cars before banking back into the Hoddle St flow. The intersection is dangerous with numerous accidents and near misses occurring, including one fatality in 2019 (http://victoria.snarl.com.au/incidents/suburb/vic/clifton+hill). 3) R. Turn over the train line into Ramsden street. This already causes much delays and build up onto Hoddle in peak times due to the two train lines passing this point. You can get stuck here for over 10 min trying to enter Clifton Hill. Leaving Clifton Hill. This would mean we have very limited ways to leave the area, and one being the train line at Ramsden street. This is not a viable option during normal work hours as you can be sitting here for more than 15min waiting to get across (due to the two train lines) and that's now while the underpass is open. Can you imagine what would happen if that was closed. Emergencies service times would go through the roof and first responders would not be able to get in or out of Clifton Hill which would endanger lives. The amenities that residents use that would be shut off or made to long to go to- the closest large supermarket complex in Abbotsford's where many residents do their shopping, the toy library, the children farms, friends/families, my daughters day-care (we couldn't get in a Clifton Hill for example as they have yearlong waiting periods). These are all things we need to be able to access on a day to day basis. I love biking/walking in the area (it is beautiful) and do not see a need to close the road at all- there are so many other ways to go, including the overpass just down the street. These are just some of the points I would like you to consider when making this decision.
Response 109	Q. Can you vote for just one option and it be counted as a valid vote, or must all three options be voted in preferential order to be counted as valid?
Response 110	I am a resident of Clifton Hill (Eastern side), and would like to respond to the 'Making Space – Proposed temporary closure of Trenerry Crescent, Clifton Hill' flyer from Council.. Firstly, I would point out that if the trial is carried out during the current Covid19 restriction period it will be totally pointless and misleading. The main problem caused by the trial will be traffic congestion on the alternative ingress and egress points of

Attachment 3 - Email submissions

	Clifton Hill. At the moment the traffic on Hoddle Street, and the traffic currently using Trenerry Crescent are both hugely decreased by the restrictions so any attempt to measure the delays caused by a trial would be totally unrealistic. My notes below set out reasons for supporting no closure of Trenerry Crescent: The main problem is that closing Trenerry Crescent would lock up the eastern side of Clifton Hill and create traffic jams at the other exit points from the area. For those going in the Heidelberg road direction via Fenwick Street and then north or north east, it will perhaps make little difference to their choice of route. However, at the moment those people living on the eastern side of Hoddle Street heading for the south eastern suburbs – Collingwood, Abbotsford, Richmond, and then further Kew, Camberwell, Hawthorn, Burwood, Surrey Hills etc and towards the Monash Freeway and to the outer suburbs – mostly exit Clifton Hill via Trenerry Crescent. With this plan they would all have to exit on to Hoddle Street (see notes below) and then turn left on to the Eastern Freeway, or to work their way along already congested roads to those suburbs. This would create huge problems at the exit points. Also at the moment, those people wanting to use the Eastern Freeway or Hoddle Street itself – to a huge range of suburbs – mostly exit from one of the three exits on to Hoddle Street. However, the exit over the railway line at Ramsden Street is impossibly slow – especially at rush hour with more trains and Hoddle Street often at capacity, so blocked with no room for cars from Clifton Hill. he exit at Roseneath Street is a little better, but there is the same problem at rush hour that only a few cars can turn left into the traffic, and each change of lights causes a 3-4 minute delay and only about 1 minute exit time at the most (an estimation – council no doubt has the exact figures). So waiting for say three changes of lights to get out would add 10 minutes or more to the trip. At the moment there is a manageable number of cars most of the time. Then there is the left turn only exit from Noone Street on to Hoddle Street. This is the perfect exit for those wanting to get on to the Eastern Freeway or go along Hoddle Street. At the moment, in the rush hour, at each change of lights the traffic on Hoddle Street lets two to three cars out – and 100 yards later many are on their way on the Eastern Freeway. This is manageable, as often there are only two to four vehicles waiting to exit at any one time. However, by closing Trenerry Crescent all the cars that use that route would now be forced to try and get out on to Hoddle Street and it will be impossible to get out in any reasonable amount of time. There will be large queues to exit at all the points mentioned. It will also add to the Hoddle Street congestion as all the traffic heading out to the Eastern and South Eastern suburbs mentioned above will be using Hoddle Street. Exiting Clifton Hill via Fenwick Street is not really a viable alternative – it is already a congested exit, with left hand turners often caught up with the right hand turners and again the time given to those exiting Clifton Hill at that exit is very small compared to the Heidelberg road traffic. Suggesting that those wanting to access the Eastern Freeway use Fenwick Street, Heidelberg Road and the Chandler Highway to get to the Eastern Freeway is unrealistic – it would add many minutes to the trip during rush hour, as well as delaying those who actually need to exit via Fenwick Street. ALTERNATIVE ACTIONS - • It is true that the portion of Trenerry Crescent from Dights Falls car park to Noone Street is narrow. However, there is currently a narrow road plus two marked bike tracks (one each side) on part of the road, and then a separate (not used very frequently) pavement all the way. If the road was just two lanes and the bike lanes and pedestrian footpath were to be put together (one two-way path shared between pedestrians and bikes like so many paths around the area) that would greatly alleviate the problem. There is also room to widen the total road/path area. It could be done easily in some parts and with a little more difficulty in others. • Trenerry Crescent/Johnston Rd intersection: A second traffic light set has been put in recently on Johnston Street at the bottom of the Johnston Street bridge. It seems to serve little purpose other than saving some people leaving their office (Computershare) a short walk to the next lights (only 150 metres away). If either of the two sets lights were at the junction of Trenerry Crescent instead (a further 100m), then it would become a very safe traffic manoeuvre to get into Trenerry Crescent for both cyclists and cars! Also, the cars coming out of Computershare would be able to get out when the lights changed for Trenerry Crescent. Thank you for considering the points I have raised. Sh
Response 111	I am a rate-paying cyclist living in Clifton hill. However my elderly mother lives in Abbotsford and I shop regularly on Victoria street. I also cycle to the Dights Falls and the Children's Farm with my four sons. Trennery crescent is an important arterial for my family and I for use with both a car and and a bike. I do NOT support the closure of Trennery Crescent in any direction. It will not take a room of Nobel laureates to work out how to improve pedestrian and cycler safety whilst maintaining access for local traffic. It is extremely disingenuous of the council to suggest that shutting the road will help reduce the spread of COVID. It is profoundly dishonest, lacks evidence, does not pass the test of basic droplet aerodynamics and is a cynical attempt to capitalise on a global crisis to achieve an ideological outcome. I hug trees, ride my bike and donate large amounts of money to environmental causes. I support a reduction in our societies reliance on car use. However this is an extreme measure which reeks of external interference in a local issue, an ambush by a political interest group without regard to the opinions of local residents. Please seek alternative and innovative solutions to this proposition to improve safety and convenience for everyone. You will not win hearts and minds for the cause of environmentalism by upsetting communities where the cause is already so well supported.

Attachment 3 - Email submissions

Response 112	Your dedicated address for this subject does not seem to work. A closure will have a huge impact in our area - Clifton Hill - East of Hoddle St. Our only access and exit would then be Hoddle St which In normal times is congested all day. If forced to choose between your options then the 1 Lane closure is to be preferred.
Response 113	I live in Noone Street Clifton Hill and regularly use Trenerry Cresent to avoid the traffic on Hoddle street.I disagree with the planned temporary closure for any reason of Trenerry Cresent north or south. I have already chosen option one no closure with limited space to express my views on the yoursayyarra website. I would like to understand the reasoning behind this proposal other than an expansion of bike tracks. As both a bike and car user I do not see a need for any change in current facilities. I strongly disagree with the assumption that at this time it gives us an opportunity, due to less traffic to have a temporary closure. It is in fact an artificial time to have a traffic study as it will not reflect the true traffic conditions on Hoddle street. There is more traffic on our street during peak hours, but that balances the convenience of access of Trenerry Cresent especially during peak hours to avoid Hoddle street. We are blessed to live in the inner city we need to expect that as the suburb grows there will be more traffic, and prepare accordingly. I do not see how my well being safety and health will be enhanced by being forced to sit in traffic congestion increased by this proposal. To expect more people to use bikes rather than cars is not realistic or practical. I use my bike for recreation. I also use my car for grocery shopping, transport for younger and elderly members of my family. Council needs to accommodate both reasonably. Bikes are already catered for in the exciting yarra trail. I do feel for my neighbours in Trennerry cresent Abbortford as they will be forced to turn right into Johnston street. This is impossible during peak times, and peak times are getting longer!. They will then need to turn right on Hoddle street to access Cliftion Hill. Trenerry cresent was designed for the purpose of allowing access for locals between Abbotsford and Clifton Hill and this is still even more applicable now. Lastly at this time we are all feeling anxious and alarmed at the current pandemic, this proposal adds to yet another change that at this time is unwarranted. Thank you for your time and consideration. Noone Street Clifton Hill.
Response 114	As a resident and rate payer in Clifton Hill I want to strongly object to any change to traffic flow through Trenerry Crescent. The proposal to close or alter traffic flow through Trenerry Crescent would be a complete waste of Council Resources and Rate Payers Money.
Response 115	I strongly oppose the closure of Trenerry cres
Response 116	I'm just looking at the survey regarding the temporary closure of Trenerry Crescent and wondering if responses are confidential? It doesn't appear to be anonymous,It doesn't appear to be anonymous, given the amount of personal data collected alongside it. Thanks for your attention to this issue (my question, and the issue of traffic management in Clifton Hill more broadly!).
Response 117	I wish to strongly oppose the proposed closure of Trenerry crescent due to these reasons: I work in multiple hospitals in Melbourne and often have to leave home at pace. Having to go via Hoddle st or Chandler highway shall take me significantly longer to achieve best care for patients. My return home shall also be much longer causing increased exhaustion.police and paramedics will also be delayed in attending to matters if they have to navigate Hoddle/ Chandler - closure will cut off Clifton hill population from Kew and Johnston st Abbotsford shops having a detrimental effect to business and our communities the current peak traffic levels are light and would not give any trial now a true indication of the long term effect of closing Trenerry. Traffic will return to pre COVID levels and be hugely exacerbated by the reluctance of people to use public transport. Leaving the eastern pocket of Clifton hill will be greatly impacted and travel times will be enormous. Please do not close Trenerry crescent. The locals need to be consulted and listened to.
Response 118	I am writing to oppose any proposed closure of Trenerry Crescent in Clifton Hill/Abbotsford. I own and live in an apartment near the underpass in Abbotsford and think this is a terrible idea. Cyclists and walkers have the safe options of the trails across the river or taking the footbridge from Trenerry Cres across the freeway (both of which I regularly use when walking/cycling). Closing Trenerry Cres to cars is going to force everyone in my area into a traffic jam on Johnston St, which will make it even more difficult for us to turn out of Trenerry Cres if Johnston St has more traffic on it. I feel like most walkers and cyclists already use the alternative routes anyway and I have been shocked and saddened to learn that it is mostly non-locals with an extreme anti-car agenda trying to push this through. Do they not realise that there will be a worse environmental impact if we are forced into traffic jams on Johnston and Hoddle St for half an hour instead of driving two mins down Trenerry Cres? It is ableist and to assume that everyone can just jump on a bike and we can all forget about car use. What about the elderly, those with young kids or those with disabilities? Bike travel is great, but it's not for everyone. If Abbotsford cannot access the freeway via Clifton Hill anymore, it will push car traffic onto the Yarra Blvd cycling route as this will be the best way for us to get onto the Eastern, considering there is no

Attachment 3 - Email submissions

	right turn from Johnston St onto Hoddle during peak hours. You'd think that leaving cars on Trenerry Crescent, a much less-used bike route given the alternative trail and overpass options 100m from it, would be a better option for cyclists. I also find it disappointing and deceptive that COVID-19 was used as an excuse to close this road without proper consultation - nobody's buying that this is being done for COVID as the argument doesn't even make sense. We should close all roads everywhere near trails if this is to be believed. The survey you put out is also ridiculous as it allows people from anywhere to submit answers multiple times. How do we know a bot hasn't been set up to take advantage of this, or someone hasn't sat at their desk all day re-submitting their answer? It is also stacked in favour of a closure (full or partial), meaning it is biased. I also find it disappointing and deceptive that COVID-19 was used as an excuse to close this road without proper consultation - nobody's buying that this is being done for COVID as the argument doesn't even make sense. We should close all roads everywhere near trails if this is to be believed. The survey you put out is also ridiculous as it allows people from anywhere to submit answers multiple times. How do we know a bot hasn't been set up to take advantage of this, or someone hasn't sat at their desk all day re-submitting their answer? It is also stacked in favour of a closure (full or partial), meaning it is biased. Why not invest the council's money in something that benefits everybody - widening the existing Merri Creek Trail under the freeway perhaps? I'm sure a lot of us locals opposing this closure are walkers and cyclists ourselves and would love improvements to cycling infrastructure - just not at the expense of our best (and only alternative) access road. As a Victoria Park resident, I feel more a part of the Clifton Hill community than I do with the other side of Abbotsford. I frequently visit shops and facilities in Clifton Hill and I love how it's so accessible to us. Please don't destroy our community - these areas are already boxed in enough by the freeway, river and train line.
Response 119	I recently completed the survey that was sent out to residents of Clifton Hill and Abbotsford regarding the closure of Trenerry Crescent. My response to the survey is below. Please take the time to read my response which details my personal reasons for opposing the closure, plus those regarding access for emergency vehicles such as fire,ambulance and police. Also please note my grave concerns regarding the process of community consultation regarding this issue. I further note that a closure of Trenerry Crescent will cause increased traffic flow in the streets of East Clifton Hill where I live, as all cars will need to use Fenwick,Roseneath or Noone streets to access Hoddle Street. This is a overwhelmingly a local issue and I would have expected that the elected councillors representing Langridge Ward would have realised that many of the residents would have major issues with this closure. I credit Stephen Jolly with heeding and acting on resident's concerns from an early stage of this process and also Danae Bosler once she became aware of the ground swell of opposition to the closure. The other ward councillor Amanda Stone has not made any public statements regarding this issue. I realise that all councillors vote on this issue, hence I draw this to your attention and ask you to carefully consider the feedback you receive from residents, before making a decision on this most contentious issue. Further to this, having read from the minutes of Council meeting of 22 June 2020 I am aghast that Council (and by extension Council officers) can seek to implement a scheme to be funded by ratepayers, with no intention of listening to the obvious community outcry. In fact this reaction is anticipated and brushed off as inconsequential (Don't worry they'll get over it, Just a minor hiccup!) This is not what an elected body should be doing. Also the use of the "vulnerable members of our community" as a bargaining point in this is deceptive and deceitful What have we come to in Yarra, when in the midst of a global Pandemic with long lasting consequences, implementing these changes are thought to contribute anything to dealing with any of the issues that we have to overcome as a community.
Response 120	My name is and I am a resident of Abbotsford. I live on the corner of Lulie Street and Maguie Street. I am a homeowner in the pocket of this suburb that will be directly affected by your proposed plans to close Trenerry Crescent. I grew up in Ivanhoe and purchased my first home here with my husband to be close to our families who have moved to Clifton Hill and Fairfield. I bike ride, I walk, and I drive. I shop in Clifton Hill. My local doctor for my family (including my 20 month old son) is in Spensley Street Clifton Hill. I use the recycle centre in Clifton Hill. I pick up my weekly fruit/veg box from Uncle Drew. I go to the gym in Clifton Hill. My husband and I share a commute to work in the city and drop our son off at daycare in East Melbourne - since the changes to Hoddle Street intersection in the last 12 months I have found getting on to Johnston Street from Lulie Street incredibly dangerous, so much so I raised my concerns and sent an email only to be told there was nothing that could be done (not even a clearway). Recently I found out about your proposal to close Trenerry Crescent from a letterbox drop from Stephen Jolly - prior to that my council did not let me know that you were proposing to close this road. This is such a stressful time already and then to be told that you are going to close a road that I use everyday - on foot for exercise AND in the car was really shocking. Since then there has been a letter box drop, and signs erected. I am sure there have been others who have emailed about the survey (can vote as many times as you want, text box changing size, people out of the area able to vote, not clear on vote 1 or need to complete all boxes etc) - essentially I am confused as how you could see this as a credible survey. I have had no issues riding my bike OR walking (with pram) along Trenerry Crescent - I have had no problem social distancing - and am completely perplexed and to why you would close off a road that connects the two communities. I am not a political person, and I'm sure you've received many more thought out letters than this one, but after reading the minutes from the June 22 council meeting it made me

Attachment 3 - Email submissions

	question who is looking after the residents here within the council that these people have been elected to look after. I couldn't sit back any longer. I am disgusted, and this has brought on so much unnecessary stress for my family and I in a time when this is not needed. It mentions in the minutes that Council Officers have considered all community ideas provided so far - you didn't even let anyone know about this? By shutting off this road, you are forcing me to make a dangerous right hand turn EVERY single time I get in the car with my son. What was a quick 5 min trip to my family is now doing a right hand turn on Johnston street, veer left across 3 lanes to do a left hand turn, then doing a P turn to head back towards Clifton Hill and then make a right hand turn on an amber light on Roseneath St. Our family also rides bikes, when we can - and the only person who has had a bike accident was my mother - she was hit by a car on Johnson street - the very street you are going to increase traffic on. The data shows there have been no bike accidents on Trenerry crescent. Have all these things really been considered? Our family also rides bikes, when we can - and the only person who has had a bike accident was my mother - she was hit by a car on Johnson street - the very street you are going to increase traffic on. The data shows there have been no bike accidents on Trenerry crescent. Have all these things really been considered? Our family also rides bikes, when we can - and the only person who has had a bike accident was my mother - she was hit by a car on Johnson street - the very street you are going to increase traffic on. The data shows there have been no bike accidents on Trenerry crescent. Have all these things really been considered? The way the survey has been conducted is completely inappropriate for Yarra City Council I would like to know:1) What level of local resident consultation does our Mayor expect of the team? 2) What standard of evidence is required when passing proposals that impact people's daily lives?
Response 121	I am writing to you about City of Yarra's "YourSayYarra" website seeking input for a suggested modification to Trenerry Crescent in Abbotsford and Clifton Hill I am a rate paying resident of Clifton Hill, residing in Noone St, Clifton Hill. There are several critical issues with your survey that require ***urgent*** rectification: **Misrepresentation of responses** 1. There is no unique identifier that prevents people from submitting a response more than once, simply by using alternative text in the free text fields. Any results cannot be verified of their legitimacy because of this. 2. Your survey is open to anyone with an internet connection. It is not limited to people who use this road, or isolated to the people that will be most impacted by a modification. **Inability to provide feedback, despite Yarra asking for it.** 1. Your survey site is limited to 250 characters for feedback (about 60 words) This is inadequate and restrictive in what feedback you can provide to such a significant change. The point of this activity is community consultation, and you have not achieved this. I would appreciate Yarra's urgent review of the sampling and data collection practices for the proposal to close Trenerry Crescent.
Response 122	your email contact doesn't work. yoursayYarra/trenerry doesn't work- doesn't allow submit with less than 250 words. if you cannot allow feedback responses you should not be making important decisions such as road closures
Response 123	As a northbound resident of Johnston street I am extremely concerned that I will be forced to turn right onto Johnston street to access the northern suburbs. It is extremely dangerous with many cars, having to cross multiple lanes, bikes and busses. Visibility is poor to oncoming traffic from the right due to cars parked on the side of the road. If anything traffic lights need to be installed at Johnston st and Trenerry crescent as it is an accident waiting to happen Closing Trenerry crescent will also cause large traffic build up probably past the roundabout at turner street which will just create more congestion in the area. Having Trenerry crescent open allows traffic to divert from Johnston and hoddle streets.
Response 124	Request not to close trenerry cre. Leave it open. No other Choice.
Response 125	Option 1 Sent from my iPhone Option 1 Sent from my iPhone Option 1 Sent from my iPhone Option 1
Response 126	I am strongly against this proposal for a number of reasons Our suburb is already difficult to access due to the number of traffic calming measures and the busy roads and creek/river surrounding it. Closing this small

Attachment 3 - Email submissions

	section of Trenerry Crescent would make Clifton Hill Village almost inaccessible from the south Except for Hoddle St, this is the only access. Turning right into Hoddle St is not practical, especially during rush hour. It would also slow down Hoddle St, which as we know is already extremely conjested I am a bike rider and am familiar with all of the bike routes around my area. It is quite easy to avoid the proposed section of Trenerry Crescent by using the smaller bridge across the Merri Creek. Another option would be fund widening of the bike path on this road to make it accessible to both walkers and bikers. I think that this would be a good use of tax dollars I would also like to comment that I did not appreciate this issue coming to council for voting before consultation from the residents. Thank you to those who demanded due process.
Response 127	My name is and I am a resident of Clifton Hill of 8+ years. Never before have I felt compelled to write to my local council. I am writing to express my opposition to the proposal to close Trenerry Crescent to motor vehicle traffic. As a cyclist, I can confidently say that this road is safe enough as it is. I fear that the closure of Trenerry Crescent will impact local travel in the area and local access to emergency vehicles. Personally, I use this road to travel between Clifton Hill and Richmond, and I worry that closure would add unnecessary traffic to Hoddle Street. I also am disappointed by the lack of adequate consultation. Please abandon this plan to close Trenerry Crescent.
Response 128	I'm getting the impression that Yarra Council isn't all that interested in the health and safety of its older residents. First, you cut our access to the Collingwood indoor pool by 3 hours a day – despite having spent millions on extending the lanes to better accommodate swimming lessons while keeping lap lanes open – and now you're proposing to significantly reduce access to our homes by closing Trenerry Crescent, at the very time when older residents have been forced back into their cars to get around because of the risks of exposure to COVID-19 on public transport. What really grates is that the virus crisis is used as a reason TO CLOSE Trenerry Crescent, when in fact it's a very good reason for KEEPING IT OPEN. have lived in Clifton Hill since 1976. When the freeway was built, Collingwood Council insisted that the Trenerry Crescent link road be built so that the communities of Clifton Hill and Abbotsford could stay connected. Apparently keeping communities connected (I have a daughter and a sister-in-law in Abbotsford) is no longer a Council priority. The alternative you propose is also environmentally unsound. Instead of being able to readily access our homes via Trenerry Crescent, we would be forced to battle our way up and down Hoddle Street – meaning an extra 10 or 15 minutes in our cars, with the obvious emissions impact. This will be compounded by the inevitable long queues of cars that would be trying to get into Hoddle Street, and longer queues trying to turn right (northbound) at Roseneath and Ramsden Street (which in turn will create a traffic mess in Hoddle Street – further disrupting the 246 bus). There's no doubt that rat running through our neighbourhood in morning and evening peak is a problem, but it is only a 10 hour a week problem, not justifying closing a road. I have for years tried to convince the Council to ask the government to allow tolling of local roads where there is a traffic problem like this. A simple gantry under the freeway, using current technology and toll companies, charging a fee to any vehicle not registered to a 3067 or 3068 address, would do the trick. It would be much cheaper and more effective than the ineffective policing of No Left Turn signs in Johnston Street. You won't know if you don't ask the government for that capability. I reiterate, many of us (me immunocompromised by chemotherapy) have been forced off public transport and must use our cars, for our own personal safety. A responsible Council would recognise that, and would certainly not move to make it harder for us to get to and from our homes when we do venture out for work, shopping or medical appointments. I trust there will be full transparency on the 'poll' that you have initiated – that is, that the results will be publicly available and published. I would like to have your commitment to that. In any event, the closure of Trenerry Crescent, on my reading of the neighbourhood, will certainly be a big issue in the forthcoming Council elections.
Response 129	I am in receipt of your notice re ternerry st closure .I live at 12/1 abbot st abbotsford and are totally opposed to the closure of ternerry crescent.The basis for my opposition is 1 a health and safety reason ,ternerry crescent is ,in the case of an emergency our only north from abbotsford victoria park area ,e.g. a fire at the service station cnr johnson st and luilly st or a high rise or building fire on johnson st or vic park or an emergent at a vic park event where 1000s of people could be gathered ternary crescent is our only way to escape escape toxic fumes or fire north .2Trennary crescent is the only way north or south to or from clifton hill fitzroy brunswick heidelberg and ivanhoe and the easter freeway all of which i use regulary to close the street would add congestion to hoddle st which is already busy 3 the emotive use of calling the users rat runners is ridiculous most of the traffic is local and only for 1 hour each working day 3bike riders have the use of the path on the side of the road ,if they road responsibility there is plenty of room 4 if more space is required vic bike association should pay 5 closing the street would NOT create a safer route for access to vic park and community facilities in fact the opposite would be the case I AM STRONGLY OPPOSED TO TO CLOSURE.
Response 130	As a homeowner and resident of Lulie Street Abbotsford for more than 12 years I am writing to express my concerns and strong objections regarding the recent proposal to close Trenerry Crescent whether permanently or temporarily. I live, work and my two children all go to school in the area – the school in which they are zoned to go to. The closure of this major gateway for both Clifton Hill and Abbotsford residents alike would be disastrous for both suburbs. 1. The reasoning to do close the street due to coronavirus is preposterous. If this in fact is the reasoning then I expect most / all streets not just in City of Yarra should be

Attachment 3 - Email submissions

	shut / widened. Not a valid reason. At least be honest as to why the council wants the street closed. 1. There already viable, safe alternatives for pedestrians and cyclists that don't interrupt the flow of cars. 1. Closing the street will not reduce the amount of cars, it will in fact divert these drivers to already overused roads such as Johnston Street and Hoddle Street thus adding a lot of time to what should be a short commute to school / work. And no it is not always an option to walk or ride for everyone in either direction. 1. There are very few records of bike / pedestrian incidents in this area. Apparently there has only been one cycling accident there in 5 years (involving a parked car), and this area does not rank in the top 10 issues for Yarra (or anywhere close) in the Bike Spot 2020 survey. I am sure there are other areas that should be of more concern at this time if this in fact is a reason (as feeble as it is) to close the street. 1. There are very few records of bike / pedestrian incidents in this area. Apparently there has only been one cycling accident there in 5 years (involving a parked car), and this area does not rank in the top 10 issues for Yarra (or anywhere close) in the Bike Spot 2020 survey. I am sure there are other areas that should be of more concern at this time if this in fact is a reason (as feeble as it is) to close the street. 1. You can't just block off one street and expect no consequences. There will be massive knock on effects from this closure and definitely other road safety measures that would actually make a difference without such disastrous effects to residents. For example slowing down traffic on Lulie Street and Maugie Street with speed humps – now this is something that I see is worthy.1. Emergency services use the underpass to avoid busy roads such as Johnston Street and Hoddle Street. If this was to be blocked off and not possible for them, then minutes would be added to their services therefore endangering lives.1. This would effect not only the residents, but local businesses, sporting groups and community centres and groups. I work very closely with many local sports, community groups and businesses with the Clifton Hill / North Fitzroy Community Bank. In a time that all these groups and are already struggling with closures and lack of money and resources, this would be a detrimental time to close access to them. Off the top of my head, the following groups would also suffer from this closure:
Response 131	I note with interest a proposal to either close or partially close Trenerry Crescent. I am opposed to either a partial or total closure of this street as it will force - • My elderly mother who lives in O'Grady ST while her children live south of the freeway in Richmond and Malvern respectively. Trenerry Crescent is an important road for her to enter and leave Clifton Hill. Reducing or removing access to Clifton Hill via Trenerry Crescent will force her onto Hoddle Street. When it's busy, which is often, Hoddle Street is intimidating and dangerous when your almost 85. Right turns into CH when heading north will become even more difficult if the volume of cars doing it increases. Let's keep traffic flowing both ways on Trenerry Crescent, the cyclists have plenty of bicycle paths. • Make it difficult to take recyclables to the recycle depot in Roseneath st if you live south of the freeway. • my view is the proposal is a divider of the community not a unifier. I think what might be considered by the Council is widening the existing footpath under the freeway to improve the flow of pedestrians and cyclists if you make it wide enough. There is a bridge over the freeway that is poorly sign posted that would probably be used more frequently if that wasn't the case. Cyclists and pedestrians can use it and there are no cars. Be in no doubt at the next election I will not vote for any councillor who supports closure or partial closure of Trenerry Crescent and I will be sure to preference away.
Response 132	Resident strongly opposes to the closure and has submitted a lenghly eamil. Please see the full details her letter via oracle 200729-000265.
Response 133	I have become aware of the possible closure of Trennery Cres. I am resident and secretary of the Owners Corporation at Riviere on Trenerry Cres. Whilst I will make my views on the project on the website, I have been trying to get information on why it was not thought appropriate to advise residents directly of such a project that will materially them. I note that when the recent modification of speed humps in Trenerry Cres took place, we all received at least 3 notices about it as an affected resident. That project only involved the closure of Trenerry Cres for a few hours on a couple of days. Yet on a project that may close the road completely for 3 months, and possibly permanently, residents receive NOT A SINGLE NOTICE. This seems extremely curious to me. Further the placement of the few public notices (I have counted four) about the project only will be seen by walkers or cyclists (some of whom might be car users). So again it appears that the very people most likely to be affected, ie local motorists, have largely been excluded. Should this closure go ahead, it means that every time a resident in the Victoria Park / Trenerry Cres precinct wants to leave the area they will HAVE TO turn into Johnson Street, most likely a right hand turn, which is a bit like playing car Russian Roulette (except in the current lockdown). I am a very experienced driver, and am always jittery about turning right into Johnson St. I strongly advise my 21yo daughter to avoid that turn at all costs. It is dangerous. Also I have reservations about the claims of more open space for that area arising out of this closure. The amount of extra space that the closure would bring would be miniscule compared to the open space available now just 50mtrs further on. There is also a possibility that with the absence of cars going under that bridge and constantly observing and illuminating the area, it could become a hangout for the "ill at ease", graffittists and other undesirables etc. I also note that I have tried to speak to someone at Yarra City Council (as the signs direct residents to do). I have even logged a call, and was assured of a call back. No such call came.

Attachment 3 - Email submissions

Response 134	I am very concerned by council's attempt to sneak through closure of trenery crescent without consulting the community and now using council channels to advertise to communities to vote for closure. It is unconscionable. So many residents and owners have lost complete faith in council. My family and I have lived in Clifton hill for 6 years and we are incredibly concerned by any potential closure of trenery crescent. Like so many other local residents, we both use the underpass daily, to go to childcare in Abbotsford and work in Kew. Not only would a closure mean we are on the road for an extra 40 minutes + a day, I think it is going to create safety and traffic issues elsewhere and probably reduce the value of property in Clifton hill. During the morning, if you want to head south of Clifton hill, you have 4 options: underpass, roseneath, ramsden on noone. Ramsden is not an option because the Train gates can be down for 10 minutes at a time during peak hour and then only 3-4 cars get through at a time. So everyone is going to have to use roseneath and noone. Noone is a disaster waiting to happen with the childcare there. So many cars trying to get onto hoddle/freeway and toddlers getting out of cars and crossing to the childcare centre. By closing trenery, more people will go via noone and get more impatient/ be on phones which will be a disaster waiting to happen. It will also take 30 mins to exit Clifton hill. Has council even done a sidra / traffic impact assessment on this and the resulting wait times? It will turn Clifton hill into a car park. You've lost my vote and every other owner in Clifton hill and Abbotsford
Response 135	I email formally to reject the proposal to close a section of road to vehicles in Trenerry Crescent thereby cutting off access for residents In East Clifton Hill and Victoria Park and the use of our local roads to the south to Studley Park Road and north to Heidelberg Road/Queens Parade. As an owner/occupier in Roseneath Street who lives, works, walks, rides and drives in the area I object to the manner in which the City of Yarra tried to progress the closure under the guise of Covid-19 and without consultation. The survey appears to have been hastily drafted and is unclear of how the results will be produced and whether writing a single number against an option is informal if 1, 2 & 3 are not marked. It comes across to be heavily biased in nature for closure. If any consideration is to be given to the closure, I ask that Council come up with options for all users of the road and tracks in the area, conduct a more formal and organise vote and consultation with those affected and not be swayed by lobbyist groups with their own self-interest – including those who don't not reside in the suburbs of Yarra Council. I have done my own survey count of cars, bike riders, joggers and walkers at peak time (over 2 nights) and my stats don't show heavy car use so I would be interested in the statistic Council has during Covid.The proposal seems to have arisen because they have to now share the bike trails with extra people due to lockdown. We are supposed to be in this together and Council are coming across as deceitful because of the way they were trying to use this as an excuse for the closure but thankfully due to some diligent Councillors and observant residents that we have been made aware.
Response 136	I am writing to express my opposition to any road closure of Trenerry Crescent. I have voted online, but am concerned about the proposal itself, the lack of strategic justification that accompanies it, and the consultation procedure. How the proposal affects me I live in Ramsden Street in Clifton Hill with my partner, toddler and baby. I use Trenerry Crescent by car, by bike and on foot. We also walk and cycle along the Merri Creek Trail and Main Yarra Trail. Road access along Trenerry Crescent is important for my family to access: • the Collingwood Toy Library at Victoria Park, where we often borrow large items that cannot fit beneath a pram or be carried for a distance; and • the Abbotsford Convent, where (in non-Covid times) we attend family music classes (The Rhythm Tree). We consider these locations (together with the Collingwood Children's Farm, which we more commonly walk or cycle to) to be significant assets in our local community. Trenerry Crescent provides a safe, low-speed, reliable and scenic driving option. If we had to drive via Hoddle Street, it would no longer be a neighbourhood trip. I am a cautious cyclist and I frequently walk with a pram and my toddler on his balance bike. I already feel perfectly safe using Trenerry Crescent and the river trails in its vicinity. On Trenerry Crescent itself, the bike lane is narrow, but cars are travelling slowly near the Grey Street intersection and under the freeway. The pedestrian path is also narrow, but (while unattractive) feels particularly safe due to the barrier separating it from the road and bike ban. I have rarely seen many bikes and pedestrians using this stretch at the one time. Even with more people on

Attachment 3 - Email submissions

	the paths during the Covid lockdowns, I have never seen anything approaching heavy usage. Most cyclists and walkers choose the Main Yarra Trail, which is far more scenic. That trail is heavily used, but not to the extent I have ever had difficulty maintaining social distancing. There are already three options for pedestrians and cyclists to move between Abbotsford and Clifton Hill without resorting to Hoddle Street: the Main Yarra Trail, Trenerry Crescent and the Alexandra Parade East foot bridge. This is adequate. Trenerry Crescent is the only option for cars. It should remain open. I support measures to encourage modal shift away from reliance on private vehicles. Personally, in the case of Trenerry Crescent, the closure would simply force me to drive via Hoddle Street. If time and logistics permit, I would walk or cycle along the beautiful riverside trail in any case. But there are times (e.g. extreme weather, tired toddler, baby needing a feed, heavy or bulky goods to transport) when a car is still required. Procedural concerns The community consultation on this issue has not been accompanied by anything that resembles proper strategic justification. The bullet points on the consultation page are either issues that I have not observed to exist, or would not (in my opinion) be resolved by this proposal. I am particularly perplexed by the purported connection to Covid-19. I do not see how that situation calls for the closing of Trenerry Crescent to traffic in any way. Yarra City Council has a Bike Strategy that was 'refreshed' in 2016. It identifies numerous initiatives for 'providing attractive alternatives to car use'. Closing Trenerry Crescent is not one of them. Where has this proposal emanated from? Have Council's transport planning officers analysed it? Where is the strategic justification identifying the proposal's objectives and the evidence it will achieve them? Finally, the consultation process leaves a lot to be desired. When I voted online, the comments section had an extremely short character limit, effectively allowing one or two sentences. I understand it has since been increased. Does that mean I should vote again to include the comments I wanted to the first time? What is to stop me voting numerous times, to skew the results? (For the record, I have only voted once.) What is to stop any person doing this, even if they are not residents of Clifton Hill or Abbotsford? I can easily imagine cyclists who do not reside in Clifton Hill or Abbotsford but who generally cycle along the Yarra corridor advocating for the closure of Trenerry Crescent to cars, not appreciating its significance for local residents. I too am generally in favour of measures to improve the cycling and pedestrian experience and encourage modal shift. But each proposal must be considered on a case by case basis, including (especially) how it will impact on local residents. Yes, closing Trenerry Crescent might smooth a slight bottleneck for cyclists who need to slow down and occasionally wait for others crossing the Merri Creek bridges near Dights Falls. This may cost them a few seconds and a momentary loss of momentum. But at what impact to local residents? This proposal would benefit from a community and social planning analysis to ensure it does not have unintended and unacceptable impacts on local residents. I implore Council to vote against any closure of Trenerry Crescent, at least before a proper evidentiary basis has been established, informed by transport planning, community and social planning, and more discerning and targeted community consultation. Thank you for your time.
Response 137	My name is. I reside at 11 Groom Street, Clifton Hill. I wish to voice my opposition to the closure of Trenerry Crescent. I regularly use the businesses in Johnson Street. Having to go onto Hoddle Street would be a significant issue for me. Could you please advise as to what side of this debate you support?
Response 138	Dear Yarra Councillors, I've never been that engaged in Council matters. Until this. So, I have read all I can on this and engaged online, trying to understand more. I must say I am incredibly disappointed with the quality of leadership and governance of Council on this matter. This proposal would not make a shortlist if presented in any well run modern organisation, and any best practice business would have looked at objective evidence and explored better alternatives.

Attachment 3 - Email submissions

	This appears to myself (and to many other locals in my area) as Council using a global pandemic to push personal agendas not reflective of community needs. It's the kind of thing that prompts people to lose all faith in elected officials. Trust is earned in drips, and lost in buckets. How do you feel you have performed as Councillors on this matter? I am firmly against any kind of closure, and have provided my observations and questions below: 1. No evidence has been presented to show this is actually a problem in relation to social distancing in this location. And no review of alternatives. Where is the cost/benefit analysis to ensure this is an appropriate spend of money? 2. No objective way to assess the success of any trial as no clear KPIs have been established, nor any other objective factors to evaluate negative impacts for a balanced assessment. The desired outcomes stated for this proposal are vague, and easily discounted with rational arguments, with no recognition of potential benefits and problems (or any solutions!) for a significant (likely majority) user of this road – motorists. 3. Consultation has been incredibly sub-standard. Even when Council decided to (forced to?) consult after a last minute amendment put forward by Cr Jolly, the online survey mechanism is completely flawed - anyone in the world can vote in this survey, as many times as they like. You're also asked to rank 3 alternatives - two stacked towards a closure. Are you convinced and will you be able to prove the results reflect real life feedback from people who live in this area and use this road every day? 4. Trenerry Crescent provides safe access to the freeway and between suburbs for those living in CH and Abbotsford. The traffic which uses this underpass will be redirected back to Johnston and Hoddle St – increasing volumes and endangering motorists, cyclists and pedestrians in this area (this is where the accidents happen – not at the underpass) particularly with new apt blocks and shops near Lulie and Johnston St. Have you considered where you push this problem to, and what the impacts could be? 5. Three viable alternative routes (very close, safer and more socially distanced) exist for both pedestrians and cyclists rather than use the underpass road. If you're not prepared to fix the underpass for all road users by extending the footpath over the river, then could you just improve signage for peds and cyclists to avoid it? It will be cheaper and goes some way to solving your stated problem (which you haven't yet proven is a problem). 6. Emergency Vehicle Access. Johnston St in peak hour is already dysfunctional, even in lockdown. How will these services get to Abbotsford/Clifton Hill residents as fast as possible? 7. This proposal discriminates against people who are not able to walk or cycle to get places, or for people who have children or need a vehicle to transport goods/shopping to and from work and home. How will you overcome the additional expense and inconvenience for these groups, as well as others who choose to use a car in the area? I have also provided feedback via the survey.
Response 139	As a resident of Noone Street Clifton Hill, I write to strongly oppose any kind of closure of Trenerry Crescent, between Clifton HIll and North Abbotsford. This would have a significant impact on my daily travel, and that of many others in the area, and heavily restrict both reasonable access to both suburbs, and safety access of emergency services, amonst many other reasons. There are a number of points to list: 1. An attempt to make this closure was made in 2011/12, by this council. At the time, the vote was strongly against it as it was recognised it would have a significant impact on residents in East Clifton Hill and Abbotsford. Council's own report highlighted that it would "significantly reduce the general level of accessibility for local residents in Clifton Hill and North Abbotsford. 2. The population in these suburbs has increased a lot in the last few years: approval and construction (and future construction) of many larger apartments and townhouses in both suburbs accentuates the need for cross suburb travel 3. Access to local shops: There are no shopping centres in Clifton Hill, and the closest northward is Northcote Plaza, a significantly more difficult trip than our easy trip to The Hive at Abbotsford. There is significant traffic

Attachment 3 - Email submissions

	to that shopping centre no matter which route is taken, and would be many times longer both ways than visiting The Hive 4. Emergency services, especially fire, are located in Richmond, and would no longer have direct back-route access to East Clifton Hill, increasing trip times through Hoddle and adding a substantial level of danger to any possible fire outbreaks here. 5. I work in South East Melbourne, and travel to and from via Trenerry. Of an afternoon, this would force me to pay tolls and come all the way up Hoddle street, or if I continued along Johnston Street, there is no right turn of an afternoon in peak hour and I would be forced to turn left(south) onto Hoddle and do a uturn (along with many others if this happened), or continue into Collingwood and try to turn around. This would add substantial time to my trip, and seems an unreasonable solution. 6. There is already significant bike and pedestrian access right beside Trenerry at the point of closure. I understand that an appraisal by engineers or similar has said that upgrading the path under the Eastern Freeway bridge, on the Western Side between Trenerry and Merri Creek, is not difficult and could easily provide safe access to both bicycles and pedestrians - as well as the duplicated access on the other side of Merri Creek. When this road runs right beside an enormous reserve with many additional paths, it seems strange to cut two suburbs access. 7. The survey should be for residents of these areas only, and has no validation to ensure it is only those people voting. This should mean any results of this survey as it currently stands are invalid, as it could even have been attached by a hacking service. Without some kind of electoral roll validation this survey is not effective and should not be used as a basis for fair representation of residents as it was promised to be. 8. While I understand that the north-directional bicycle route under the bridge can be daunting for some, fixing access on the other side of Trenerry as mentioned in 6, would fix this - rather than put thousands of residents into a difficult travel situation. 9. According to VicRoads data, there have only been 6 incidents on all of Trenerry in 14 years, none of them on this particular stretch under the bridge, and none involving cyclists or pedestrians. 10. This proposal should not have been even considered without substantial consultation, and it's a negative towards any councillor who was prepare to put this through without it. Kudos to Stephen Jolly. I'm sure many people have many points than this, but it's a good start. I strongly object, especially as a resident living close to the end of Noone Street, who will be strongly affected.
Response 140	As a resident of Clifton Hill for the last 24 years I want to strongly object to any change to traffic flow through Trenerry Crescent. This proposal would only effect local people the most. The proposal to close or alter traffic flow through Trenerry Crescent would be a complete waste of Council Rate Payers Money. I am disgusted with the consultation process, the survey seems to be open to anyone including none residents. If this is an example of how council works , it needs a serious overall.Using the COVID crisis to push through this closure in the name of social distancing is absolutely absurd. Thanks Stephen for letting the community know what was happening
Response 141	I am forwarding this email to register my condemnation of the council's attempt to force the closure of Trenerry Crescent without any consultation with local residents ahead of bowing to the wishes of a cycling lobby groups. There has been no information provided to substantiate claims of danger to pedestrians and cyclists. In fact, the research information provided by Vic Roads indicates no recorded accidents or injuries to either cyclists or pedestrians in the past fourteen years in the section in question. To present your plan as a response to concerns about Covid is both spurious and opportunistic. As a local resident, I rely on access along Trenerry Crescent to move through the neighbourhood to shop, attend work, access medical appointments and visit family members (in the Victoria Park precinct and Richmond) without the delays and hassles associated with being forced to negotiate Hoddle Street, not to mention the environment impact caused by congested roads. Any closure or restricted access along the Crescent would impact the movement of essential service vehicles if required. Did the Council even consider this aspect? I strongly reject any closure of Trenerry Crescent, not even on a temporary basis. I reiterate my dissatisfaction at the manner in which this process was instigated without any consultation and the obviously quickly and poorly drafted survey with a biased nature that is weighted toward gaining the

Attachment 3 - Email submissions

	objectives of Council and the lobbyists. I await more transparent information about Councils proposals and any alternate options that local residents can consider and have truly relevant input. I am forwarding this email to register my condemnation of the council's attempt to force the closure of Trenerry Crescent without any consultation with local residents ahead of bowing to the wishes of a cycling lobby groups. There has been no information provided to substantiate claims of danger to pedestrians and cyclists. In fact, the research information provided by Vic Roads indicates no recorded accidents or injuries to either cyclists or pedestrians in the past fourteen years in the section in question. To present your plan as a response to concerns about Covid is both spurious and opportunistic. As a local resident, I rely on access along Trenerry Crescent to move through the neighbourhood to shop, attend work, access medical appointments and visit family members (in the Victoria Park precinct and Richmond) without the delays and hassles associated with being forced to negotiate Hoddle Street, not to mention the environment impact caused by congested roads. Any closure or restricted access along the Crescent would impact the movement of essential service vehicles if required. Did the Council even consider this aspect? I strongly reject any closure of Trenerry Crescent, not even on a temporary basis. I reiterate my dissatisfaction at the manner in which this process was instigated without any consultation and the obviously quickly and poorly drafted survey with a biased nature that is weighted toward gaining the objectives of Council and the lobbyists. I await more transparent information about Councils proposals and any alternate options that local residents can consider and have truly relevant input.
Response 142	I'm a home owner of Trenerry Crescent and I'm fully behind closing this dangerous rat race underpass. I'm aware there are a few noisy residents of Trenerry Crescent who want to keep it open, so I just wanted to make you aware there are also residents who would love for it to be closed for safety reasons
Response 143	Attached is my objection to the proposed closure (full or partial) of Trenerry Crescent Clifton Hill.
Response 144	I write this in frustration and a good deal of anger at the lack of consultation on the proposed plan to close Trenerry Crescent, Clifton Hill and in speaking with just a few of the neighbours in the area, they share my feelings on this matter and have asked to be added as signatories on this email. As a full time resident and Rate Payer of some 18 years, this behaviour is concerning and it is not the first time that this lack of consultation has occurred where the council appears to pay "lip service" to its most important target audience – the rate payers… but ultimately we, the Rate Payers are ignored in the decision-making process. I object to having Trenerry Crescent closed either partially or fully to cars - this simply does not make sense to me. Car owners pay for the right to use the roads and Trenerry Crescent specifically was built during construction of the freeway to ensure a convenient link between Clifton Hill and Abbotsford, rather than diverting people to Hoddle street. In regards to the safety of Pedestrians and Cyclists, there are already in place, a number of options available: 1. The pedestrian/cycle overpass across the freeway 2. Footpaths that are fenced in, not just along Trenerry Crescent but within the parklands 3. Clearly marked cycle paths on Trenerry Crescent as well as within the parklands As a long term resident, who makes use of the above mentioned options, it is actually rare to see cyclists using the cycle path on Trenerry Crescent. In my experience they favour the more scenic parklands cycleways and the only time you do see them is when they come up, out of the parklands, to the corner of Trenerry Crescent and Grey Street. As far as saying that this is not just a safety factor for cyclists and pedestrians but also to allow for social distancing during COVID 19 is just not correct. There are never that many people using the paths or the cycleways that you need to actually make additional room for social distancing and it is reprehensible to use this as an excuse. Additionally, and specifically in regards to our personal health safety and that of our neighbours during COVID 19, surely, if not within walking distance, using the car to get to the supermarket, medical appointments, offices etc is a better, safer option than using public transport and we shouldn't be driven to using Hoddle Street as the alternative to go about our daily requirements. Further to this, there are traffic controlling speed humps all the way along Trenerry Crescent, starting at

Attachment 3 - Email submissions

	Johnston Street all the way to Noone and Grey and then of course, all of the 40k speed limits, speed humps and corner controlling bollards that have been put in place throughout the whole of Clifton Hill and Abbotsford to slow down the traffic – it couldn't possibly be made any safer for anyone regardless of whether they are pedestrians, cyclists or drivers! Councillors, over the years we have put up with the Gridlock happening on a daily basis on Hoddle Street, having to add extra time for each and every appointment or meeting that has required us to use this route. When finally the state government implements a number of changes resulting in a smoother flow of traffic, more reasonable times being able to be factored into any trips, along comes Yarra Council proposing plans that will divert this traffic back on to Hoddle Street and BAM…welcome back gridlock and welcome back traffic nightmares!!! This is the only sure thing that will come out of these proposed changes. If the council has funds to spare, instead of spending these dollars on such outrageous and nonsensical ideas, perhaps a better way of allocating these funds would be to support the housing and feeding of those in need in the area…remediating some of the local footpaths which are in a woeful state of disrepair…etc. Finally has any thought at all been given to access for emergency vehicles, be they fire trucks, ambulances or police – I urge you to please re-consider this decision. Please also involve us, your Rate Payers at a much earlier point in any future decision making processes than what has historically been the case. In this instance, to add insult to injury, we find out via the media that if it wasn't for Councillor Stephen Jolly speaking up at the council meeting and insisting that this proposal be put to the rate payers we would not have known about it at all. This demonstrates a shocking breach of council governance in terms of your obligations to rate payers within the Yarra Council and we deserve to be treated with better respect than is currently being shown.
Response 145	We welcome this opportunity to participate in community consultation. We understand however that Council was initially going to proceed with the closure of Trenerry Crescent without any consultation with residents, which would have been totally unacceptable. In the City of Yarra's online consultation we can only support Option 1 (no closure), because neither of the two closure options (Options 2 & 3) allows traffic to flow in both directions (i.e. north to south AND south to north). For this reason, in our response to Council's online consultation we voted for Option 1 only, as we did not want to give any form of legitimation to the closure options which we believe to be both unreasonable and unwarranted. We note that the main proponent for the closure of Trenerry Crescent is the Streets Alive Yarra organisation. Under the guise of adapting to COVID-19 changes, it has argued for a trial closure of Trenerry Crescent for the following reasons: "This opens Trenerry Crescent to walking, cycling, playing, more peace and quiet and a more beautiful place along which we live" (quote from Streets Alive Yarra proposal to Council). But an argument based on potential lifestyle benefits for some misses the main point – that being the reason why Trenerry Crescent exists at all. The primary purpose of a thoroughfare is to enable people to get from one location to another. Secondary considerations, such as the type and volume of traffic, speed, noise, safety, recreation and aesthetics, though important in their own right, should not deny a thoroughfare fulfilling its primary purpose, which in this case is as the only local link for vehicular traffic between East Clifton Hill, north of the Eastern Freeway, and Victoria Park and Abbotsford, south of the Freeway. This is why we are fundamentally opposed to total road closures on principle, and against partial closures that are not fair and equitable, or are not sensible or practical. Council proposes two types of trial: full road closure or half-road closure with traffic in one direction only. We reject both of these options, for the following reasons: Option 2. Full road Closure We are opposed to full road closure on principle. In terms of fairness and equity, total closure does not discriminate between a speeding rat-runner and legitimate use by a local resident. In order to deny use of Trenerry Crescent to rat-runners, Council appears prepared to sacrifice local residents' vehicular use of the only north/south thoroughfare east of Hoddle St. Option 3. Half-road closure

Attachment 3 - Email submissions

	We also oppose the half-road closure option as proposed by Council. Why should northbound traffic be privileged over southbound traffic? This would mean that if you live in Victoria Park, for example,, you have the right to drive into East Clifton Hill, but residents north of the Eastern Freeway are denied reciprocity. Clearly what is needed is an approach which allows controlled traffic flow in both directions, not closure in one direction, while open in the other. Conclusion Council's Options 2 and 3 are neither sensible (denying the primary purpose of having a road linking different parts of the suburb), nor practical (allowing access in one direction only, while denying it in the other). As stated, we are philosophically opposed to road closure on principle, but to address the rat-running problem, instead of full or uni-directional half-road closures, we would support the trialling of technological initiatives to control traffic flow. This would allow traffic to move in both directions, and would provide sufficient disincentive to rat-runners because of the delay involved. Here are two such proposals: 1. Installation of a 'smart' red arrow light and surveillance camera on the northwestern corner of Johnston Street and Trenerry Crescent. This would fix the lack of enforcement of the left turn ban from Johnston St. into Trenerry Crescent. By 'smart' we mean a light with a red arrow disallowing left hand turns at peak traffic times. When the red arrow is on, it would automatically activate a surveillance camera, which should then lead to the issuing of fines to offenders. (By 'smart traffic light' we're not referring here to yet another set of intersection traffic lights, as there are several in close proximity.) Because people illegally turning left into Trenerry from Johnston obstruct people doing a legal right turn into Trenerry, VicRoads should hopefully support this proposal because it will improve traffic flow on Johnston St in both directions. For the morning rat-run, it may also be possible to install something similar at the corner of The Esplanade and Heidelberg Rd. 2. Installation of a traffic stop/go device on Trenerry Crescent to act at peak traffic times as a disincentive to rat-runners without closing roads. When there is a 'road works in progress' sign, we are all familiar with having to queue at a temporary traffic light, while traffic flows in the opposite direction to us. Then, when the red light for us changes to green, we can head in the direction we want to go. This is similar to what we are proposing.Traffic flow time in either direction can be calibrated to match the number of vehicles involved. It is the same principle as city-bound traffic having longer on green lights in the morning, and ditto homeward-bound traffic in the afternoon. Such a device could be placed in Trenerry Crescent where it passes under the freeway (see the X in the attached for suggested location of the device), and the road is narrow enough with the addition of a few bollards to funnel traffic into a single lane, on which the direction of traffic can be reversed. Warning signs would be placed ahead of the device to warn drivers of the possible need to stop. There is also enough distance for waiting traffic to form a queue at either end. Other possibilities include installation of a surveillance camera and a rapidly opening and closing boom gate. A proposal such as this would also slow traffic and enhance cyclist and pedestrian safety in Trenerry Crescent, a main concern of Streets Alive Yarra. However we should point out that if cyclists and pedestrians wish to avoid Trenerry Crescent, they have the option of using the Main City Trail path on the other side of Merri Creek, something that is denied to vehicular traffic. In its proposal to Council, under other options, the Streets Alive Yarra organisation endorsed the use of devices like this in the Netherlands. Curiously, however, the organisation's preferred option appears to be for Council to close roads instead of trialling technology of this sort. This stands in stark contrast to the statement in its proposal to Council that it is " happy to consider other suggestions or options that could enhance safety without completely blocking vehicles." (Quote from Streets Alive Yarra Our View.) Finally, we are concerned that the way this consultation is being conducted is flawed and may give the impression of there being a greater level of support for the closure options than is warranted. It is not clear whether it is first-past-the-post or preferential voting. The consultation website implies preferential, but when we rang we were told that selection of only one option was valid. We are convinced that if it had been written that it was permitted to nominate just one option, many anti-closure advocates would not have given Options 2 & 3 any form of endorsement, even preferentially.

Attachment 3 - Email submissions

	But of even more concern is Council's decision to open the consultation to groups and individuals who live outside of the directly affected areas. Though no doubt this would be defended by pro-closure lobbyists, this decision grants the views of groups and individuals who are external to the municipality equal value to the views of City of Yarra residents who must live with the consequences of the decision-making process. When Council last asked City of Yarra residents about potential closure of Trenerry Crescent, the result was about 70:30 in favour of keeping it open. We believe that a similar level of support for Option 1 exists in the Clifton Hill community east of Hoddle Street, but we are concerned that this may not be reflected in this consultation because of the way it is being conducted.
Response 146	As a representative on the council for the community, please support us in stopping the closure of Trennery Crescent. There has been no consultation with the community about this and I am voicing our opposition to it. There is no statistical evidence that accidents have occurred to warrant this closure. Neither with cars, bicycles or pedestrians. Access is needed also to the recycling waste station in Clifton Hill.I am writing to voice my opposition to the closure of Trennery Crescent.And to complain as to the means being taken to achieve this without consultation with the community.There is no statistical evidence of accidents to substantiate this closure. Either with cars, bicycles or pedestrians. Access is also needed to the recycle waste station of Clifton Hill. The alternative of using Hoddle St is ridiculous. In anticipation of your support in council for this matter to oppose the closure of Trennery Crescent.
Response 147	Firstly thanks for all the great work you do with, and for our community. I feel very fortunate to have lived in Yarra for the last 25 years or so. I am writing to raise concerns about the proposal to close Trenerry Crescent, either partially or completely, and also to air my concerns about the way in which this proposal has been communicated to residents. The feedback survey only allowed for a small number of characters/words and was completely insufficient. I ask that Councillors consider the following when looking into the closure of Trenerry Crescent: • The 'Making Space' letter that went to residents (we live in Turner St, Abbotsford) made tenuous links between the COVID-19 crisis and a road closure that has been mooted by Council for many years. This is a cynical exercise to conflate two disparate items. If in fact the Council wished to genuinely 'trial' these proposed closures then surely that should happen at a time when traffic flows reflect normal circumstances? What can we possibly learn about the impacts of these closures if they happen at such an atypical time due to the COVID-19 lockdowns? • Immediately adjacent to Trenerry Crescent are many kilometres of walking and riding trails, all clearly distanced from the roadway. The only section of footpath that will benefit from this proposed closure is the section of a few hundred metres that runs adjacent to Trenerry Crescent under the freeway. As a resident who rides, runs or walks the Yarra Trails every day I can assert that this section sees very little foot traffic at all and cyclists have the option to use the off-road Merri Creek or Yarra Trails if need be. • The network of existing Yarra Trails features wide, well-made paths that are easily accessible. There's pedestrian crossings already on Trenerry Crescent near Victoria Park and footbridges across both Merri Creek and The Yarra at Dights Falls, Studley Park, Johnston St, Gipps St and at the Fairfield Boathouse. Recently additional crossings with traffic lights have been installed on Johnston St near the Abbotsford Convent. Specifically how will closing Trenerry Crescent improve accessibility to the trails? • The letter sent to residents cites safety as one of the motivations for this closure. For any resident of the Victoria Park precinct this is a fallacy. Closing Trenerry Crescent would make things significantly more dangerous for residents. To take children to any of the three schools just north of the proposed closure (Gold St Primary, Spensley St Primary or Fitzroy High School) parents in the Victoria Park precinct will need to make challenging right hand turns onto Johnston St from crowded Trenerry Crescent, Rich St, or Lulie St. These turns into congested Johnston St at peak times are extremely difficult and dangerous but your proposed closure will force parents and children into this traffic. • Recent changes to the Hoddle St/Johnston St intersection would then require parents to get across all 5 lanes of Johnston St to turn left (south) into Hoddle St, across another 5 lanes of traffic to then do a U turn to finally head north towards the schools precinct. Seriously – how can Council claim that "we expect these effects to be minimal" or that it will "create safer routes to local schools…". Safer for who? Some comments also on the communication sent to residents. • If in fact Council genuinely wishes to conduct an impartial trial, and to hear the objective views of residents, then why is one of the headings on the document "Let's give it a go"? This is clearly intended to lead responses and has no place in the methodology of any genuinely independent survey or call-out for feedback. • For such a significant proposal why has Council chosen to seek feedback via on online portal that only allows for such minimal content? I'm always delighted that our Council looks for ways to improve the amenity of our area for residents.

Attachment 3 - Email submissions

	However this proposal doesn't offer any tangible benefits whatsoever and the method used to seek feedback from residents is neither impartial nor adequate. I look forward to hearing a response to my concerns and trust that due process will ensue when the Council considers this proposal. Firstly thanks for all the great work you do with, and for our community. I feel very fortunate to have lived in Yarra for the last 25 years or so. I am writing to raise concerns about the proposal to close Trenerry Crescent, either partially or completely, and also to air my concerns about the way in which this proposal has been communicated to residents. The feedback survey only allowed for a small number of characters/words and was completely insufficient. I ask that Councillors consider the following when looking into the closure of Trenerry Crescent: • The 'Making Space' letter that went to residents (we live in Turner St, Abbotsford) made tenuous links between the COVID-19 crisis and a road closure that has been mooted by Council for many years. This is a cynical exercise to conflate two disparate items. If in fact the Council wished to genuinely 'trial' these proposed closures then surely that should happen at a time when traffic flows reflect normal circumstances? What can we possibly learn about the impacts of these closures if they happen at such an atypical time due to the COVID-19 lockdowns? • Immediately adjacent to Trenerry Crescent are many kilometres of walking and riding trails, all clearly distanced from the roadway. The only section of footpath that will benefit from this proposed closure is the section of a few hundred metres that runs adjacent to Trenerry Crescent under the freeway. As a resident who rides, runs or walks the Yarra Trails every day I can assert that this section sees very little foot traffic at all and cyclists have the option to use the off-road Merri Creek or Yarra Trails if need be. • The network of existing Yarra Trails features wide, well-made paths that are easily accessible. There's pedestrian crossings already on Trenerry Crescent near Victoria Park and footbridges across both Merri Creek and The Yarra at Dights Falls, Studley Park, Johnston St, Gipps St and at the Fairfield Boathouse. Recently additional crossings with traffic lights have been installed on Johnston St near the Abbotsford Convent. Specifically how will closing Trenerry Crescent improve accessibility to the trails? • The letter sent to residents cites safety as one of the motivations for this closure. For any resident of the Victoria Park precinct this is a fallacy. Closing Trenerry Crescent would make things significantly more dangerous for residents. To take children to any of the three schools just north of the proposed closure (Gold St Primary, Spensley St Primary or Fitzroy High School) parents in the Victoria Park precinct will need to make challenging right hand turns onto Johnston St from crowded Trenerry Crescent, Rich St, or Lulie St. These turns into congested Johnston St at peak times are extremely difficult and dangerous but your proposed closure will force parents and children into this traffic. • Recent changes to the Hoddle St/Johnston St intersection would then require parents to get across all 5 lanes of Johnston St to turn left (south) into Hoddle St, across another 5 lanes of traffic to then do a U turn to finally head north towards the schools precinct. Seriously – how can Council claim that "we expect these effects to be minimal" or that it will "create safer routes to local schools…". Safer for who? Some comments also on the communication sent to residents. • If in fact Council genuinely wishes to conduct an impartial trial, and to hear the objective views of residents, then why is one of the headings on the document "Let's give it a go"? This is clearly intended to lead responses and has no place in the methodology of any genuinely independent survey or call-out for feedback. • For such a significant proposal why has Council chosen to seek feedback via on online portal that only allows for such minimal content? I'm always delighted that our Council looks for ways to improve the amenity of our area for residents. However this proposal doesn't offer any tangible benefits whatsoever and the method used to seek feedback from residents is neither impartial nor adequate. I look forward to hearing a response to my concerns and trust that due process will ensue when the Council considers this proposal.
Response 148	Please do not close Trenerry Crescent, it is an important link to and from Clifton Hills and it is vital that it remains open in both directions.
Response 149	I have been a resident of the city of Yarra for over 30 years, living in Maugie Street Abbotsford. On various occasions Council has proposed street works, tree plantings footpath work etc. On each occasion residents have been informed and their opinion sought as to the nature of this work. So I am appalled at the cynical and secretive process used to push through this disastrous proposal to close Trenerry Crescent. As residents we have received little information regarding the plans, evidence of an

Attachment 3 - Email submissions

	overall planning proposal to support the plan with research conducted to validate the plan. In fact as a resident I have no idea where this proposal came from and what is the rationale for proposing it. There has been no analysis of the affect of this closure on the rate payers of Clifton Hill and the Victoria Park Precinct, and little concern expressed on the impact of this proposal. To attempt to push this through while the community is suffering severe stress because of the Covid lockdown situation is truly disgraceful. It is also ridiculous to suggest a trial when the community is in lockdown and there is little movement, thus making an assessment of the effect meaningless. For those of us in the Vic Park precinct the closure would be disastrous. With the underpass gone our only means of exiting the area would be via Johnson Street. Right Hand turns on Johnson Street are a challenge at the best of times and quite dangerous. With the developments along Trenerry Crescent, all approved by Council, the area is highly populated and we need all the infrastructure available, not a road closure. I believe that closure of the underpass would create a potentially dangerous situation for residents in severely limiting their ability to exit the area. For those in Clifton Hill their only exit is via to side roads to Hoddle Street or North to Heidelberg Road, again pushing traffic on to already crowded roads. Has Council considered the impact of closure on the traffic flow in Johnson Street and Hoddle Street and sought the advice of the Ministry of Transport and Vic Roads? When the Freeway was built the underpass was included to provide some means of connecting the community which had been split apart be the Freeway. Likewise the pedestrian overpass was built to allow for some communication between the two precincts. Closing the underpass would further split and isolate our Community. As mentioned previously I fail to understand the rationale for the closure. There is a perfectly good bike path on the Capital City Trail which is directly adjacent to the Trenerry Crescent underpass, and there is a pedestrian overpass, again adjacent to Trenerry Crescent, which caters for all the pedestrian traffic. I cannot believe that there is a need for more open space in this area as, again, the underpass is adjacent to Dights Falls with access to both Studley Park and Yarra Bend Park. I would have thought that there are other areas of the City of Yarra with a greater need for open space. A detailed study of the traffic flow in the area is needed. This should include all movements in the area, an analysis of how best to safely navigate in and out of the area and an investigation of means to slow down traffic, possibly with speed humps or other traffic management mechanisms. Such a study should be open with input from traffic engineers and experts on traffic management. All stakeholders should be invited to provide input and kept informed at all times. As elected councillors it is your role to represent the needs of the rate payers of the City of Yarra and to listen carefully to their concerns. I trust that you will take these concerns on board.
Response 150	Hi I would like to submit another response to the recently council proposal to close Trenerry crescent to motor vehicles, largely because I've had a bit of a think, and the first one was a bit of a rant and doesn't suggest alternatives to assist. Having received your letter there are a number of points I would wish to raise. Ok let's give it a go.. **What is the issue you are trying to address?** 'Create more space for people to keep safe distance from each other on the adjacent capital city trail and merri creek trail' **Firstly, solve the end of merri creek trail** I would agree that the narrowness of Trenerry crescent and it's accompanying footpath underneath the freeway makes cycling difficult. This is clearly recognised by the council's banning of cycling on the footpath. Further I would strongly argue that the truncation of the merri creek trail at Trenerry crescent is totally inappropriate. And that the pathway, south of the council's depot. Is also too narrow and dangerous for pedestrian and cyclists use.

Attachment 3 - Email submissions

	My first suggestion I would suggest that the merri creek trail connect with the capital city trail on the east side of the Yarra council depot. ie the corner of Roseneath and Field street. The merri creek trail should not end in a dead end at Trenerry crescent, it is silly. It should not continue the 200 metres along a narrow pathway on the south side of the Yarra council depot and finish by intersecting at Trenerry crescent. Forcing cyclists onto Trenerry crescent. And wondering how to the main Yarra trail. Especially, as there is a perfectly good cyclist path that goes across the merrri creek footbridge. And cyclists should be directed that way. And this would result in the trails being continuous. Cancelling cycling on the narrow footpath on the south side of the depot, would reduce significantly the number of cyclists entering Trenerry crescent. How do you stop cyclist going along that pathway. Easy .. Block cyclist entering the south depot pathway and redirect them to cross the merri creek at the foot bridge. Use signage. And maybe temporarily use those water filled traffic blocks. Redirect cyclists across the merri creek. So the merri creek trail now starts at the eastern end of the depot, ie corner of Roseneath and Field street. And it becomes one continuous trail adjoining the mail Yarra trail. (Note: I'm sure it would be quite easy to move the rock with the plaque to the connection point of the two trails at the corner of Roseneath and Field street) **Another problem** **The issue of crowding and dangerous practices, re pedestrian vs cyclist, cyclist vs vehicle. In particular on merri creek, capital city trail and trenerry crescent**. I would suggest this is sadly, largely is a issue of lack of politeness, consideration of others on the road and trail. What about trying some more signage on the trails There is currently a sad lack of any signage on the trails or crescent to encourage good behaviour practices. It's the Wild West out there. In particularly with cyclists and pedestrians on the trails. What signs are needed.. ie - Pedestrians should keep left, not spread out over the path. - Cyclists should warn pedestrians by bell or call when approaching from behind. - Cyclists should travel only at a reasonable pace. - In busy areas, be patient and give others space. What about changing the speed limit on Trenerry crescent Under the freeway, to 30 kms not 40 kms as it currently is? What about putting signage on Trenerry crescent such as - Motorist should slow down and drive with care when sharing the road with cyclists. What about additional lighting under the freeway in Trenerry crescent? What about trying putting temporary traffic lights at the both ends of Trenerry crescent? Similar to the ones that are placed on roads under repair. This would only allow only one stream of traffic through Trenerry crescent at a time. And to alternate. And so allow the traffic in both direction. What about considering one way walking trails? **On Your** **'Only slightly longer travel times'** I live in Noone street, I shop for food and essentials at Aldi and Woolworth's on Nicholson street / Victoria street. I usually get there by travelling down trenerry crescent, and through two sets of traffic lights on Nicholson street. Closing or restricting trenerry crescent, will force me to enter Hoddle street to leave noone street..

Attachment 3 - Email submissions

	Difficult at the best of times. Hoddle street is one of the busiest road in Melbourne. Very busy during rush hours or as is noone street, at the times drop off/ pickup of children at the child care centre recently opened on noone/hoddle street corner. And of of course the redirected vehicles down noone street as a consequence of the closure of the trenerry crescent exit. So to go to get some food and essentials, you require me to travel via Hoddle street, then either via Johnson or Gipps street then Nicholson street to reach the shops. Requiring to go through six sets of traffic lights! And you say, 'these changes will result in slightly longer travel times for some journeys'. Slightly longer - Ha And my shopping travel, only, gets worse when I'm returning home. As I am unable to enter noone street from hoddle street. So I have to go further, up to roseneath street. And through another set of lights. Of course with Trenerry crescent closed more people trying to enter from the south, south eastern Clifton hill will back up further vehicles along Hoddle street awaiting to turn right into Roseneath street. So make that seven sets of traffic lights and further travel on my return.. Slightly longer - indeed. Not to speak of the issue of not being able to turn right from Johnson street to hoddle street at certain times adding further difficulties. I estimate it will add likely, an additional 10 minutes. Say 20 minutes both ways. A couple of times shopping for food a week, say additional 40 to 60 minutes at least! To go shopping for food and essentials. Although my suggestions regarding the merri creek trail and Trenerry crescent may be discounted. I do strongly suggest at the very least additional signage on the trails would encourage correct attitude, politeness, and consideration for cyclist and pedestrians on the merri creek and capital city trail. And for motorists and cyclists on Trenerry crescent. The idea of politeness and consideration for others maybe old fashioned in this world. But I still like it.
Response 151	This proposal appears ill conceived, for the benefit of a few, and the process of consultation poor at best. The justification to create open spaces is embarrassing and the agenda therefore arouses suspicion and makes one wonder whether you are capable of representing the broad interests of Yarra citizens at all given there are so many more important issues we should be considering and acting on.
Response 152	I would like to voice my objection to the proposed closure, or partial closure, of Trenerry Crescent to Clifton Hill. I've been a resident here, on Trenerry Crescent, for over ten years, and I can confidently tell you that what ever gain you get from closing this access point will be more than offset by the significant danger and inconvenience you are incurring on the local residents. By closing this path, what you are doing is forcing all traffic northbound to turn right from Johnston Street to Hoddle. This traffic light in particular is already deplorable, with traffic often backed up quite a bit. But the most DANGEROUS consequence to your proposal is the right turn from Trenerry Crescent (or even Lulie St) to Johnston. I will take a hazard that whomever proposed this closure is NOT a local. If you were a local you will know that this right turn is a downright scary and dangerous experience to start with. We will now force EVERY RESIDENT to turn right here to go to Clifton Hill, which is madness and is an accident waiting to happen. Do you really want to be held personally accountable, or at least negligent, for introducing a significant level of danger - unnecessarily- to your constituents. Last of all, I am unimpressed with the short amount of notice and lack of transparency around this proposal. The proposal states that it is a "temporary closure during COVID", however the details state that they are in fact trials. Trials imply further roll outs. So given you are trialling during COVID, any impact you are seeing would already be compromised as they are understated. I would like to strongly encourage you to reconsider this proposal and engage properly with the community actually living on Trenerry Crescent, because it is clear you haven't adequately done so
Response 153	I am a resident of Trenerry Crescent Abbotsford. (Look up my business details below) I find your proposal to close off the crescent the most rediculous decision. Do you expect us to add 30mins onto our journey to work by going out onto Johnstone st? It is extremely difficult, and dangerous, with no traffic lights to get out of there as it is. I am assuming this decision has been made by someone who a) doesnt live in trenerry crescent, or b) doesn't drive a car. I'm right arent I? Noone who lives in this street would make this decision. Please

Attachment 3 - Email submissions

	feel free to call me on details below to discuss further. I couldnt be more dissapointed that this proposal has even made it this far. And even more disappointed in the people who represent me at the council.
Response 154	I live on Trenerry Crescent (and I cycle to Clifton Hill and walk to Victoria Park station). Why are you doing this to us? Closing our street will not help us cycle - but it will completely cut us off from most of the places we go. It's a lovely idea that we never need to drive - but not all my family is physically able to walk or cycle. This seems like a council crusade that has been going on for years. Meanwhile my family and my neighbours just want to live a normal life and not be imprisoned on a sealed-off street.
Response 155	I would like to express my absolute opposition to any closure of Trenerry Crescent, and my disappointment with the attempt by council to push it through without community consultation. I am a Clifton Hill resident and an active cyclist. Pre-COVID I commuted daily by bike to St Kilda Rd via the Capital City Trail, and these days I cycle the area for exercise. I would estimate that around 90% of my trips through the area are by bike, so I am also one of those who would benefit most from any improved cycling infrastructure in the area. And yet, here I am, vehemently opposed to the proposed closure. Firstly, from a cyclist's perspective, I am far from convinced that there would be any tangible benefit to be gained from closing the road. When cycling I occasionally use the bike path on Trenerry, but far more often use either the overpass or cross the footbridge at Dights Falls and cycle along the other side (depending on whether I approach from Nicholson st or the Capital City Trail). These are both perfectly viable routes that take about the same amount of time and are far more appropriate for riders of all abilities. Even with the current increased bike/pedestrian traffic they have never been difficult to traverse. I have never had an incident with pedestrians on either route. The advocacy group Streets Alive Yarra has produced a publication of which you are no doubt aware that suggests that this change is necessary to minimise the risk of COVID-19 transmission. It is quite obvious that this line of argument is a cynical attempt to capitalise on a global pandemic to bypass due process, but let's leave that aside for a moment. Rather than close the only southern exit/entrance to the whole neighbourhood it would be far easier and cheaper to require cyclists and joggers to dismount, mask up, and walk the ~50m where the path narrows. I certainly would not object to this. Long term it would make more sense to widen the bottlenecks on the existing, superior path on the Eastern side of Merri Creek. From a driver's perspective, closing Trenerry would be disastrous for my family. During peak hour (outside of lockdown) it can take 20-25 minutes to get to Studley Park Rd via Hoddle. That potentially means almost an extra HOUR daily commute for my partner, who works in Hawthorn. During lockdown the extra time isn't so bad, but as we all know the traffic will return. When the only available exits to Hoddle are Roseneath or Noone (using Ramsden is already unmanageable at peak due to the rail crossing timings), that 20-25 extra minutes will become commonplace, and likely even increase. My work hours do not generally allow me to get back in time to pick up the kids (and three don't fit on a bike very well). She needs a car for carrying stock and child seats, so cannot ride. The closure would adversely impact our family life and the time we can spend with our children. And it's not just us. This is a sentiment that has been echoed by literally every neighbour I have spoken with about this. Finally there is the far from trivial issue that closing Trenerry will endanger the communities on both northern and southern sides of the freeway by forcing emergency services to use Hoddle st. This cannot be.I am immensely disappointed by the attempts by council to push this through without any community consultation. The first I heard about it was a letter drop from Stephen Jolly (thank you, Stephen). The council should have consulted all affected residents directly; we should not be reliant upon individual councillors to take it upon themselves to notify those most affected. The hastily put up yoursayyarra survey is absolutely flawed and open to gaming, and does not appear to be designed to garner a true impression of community sentiment.The proposal is ill considered and poorly researched, and appears to ignore or downplay the impact of even a partial closure on residents. The attempt by council to push it through make a mockery of community representation and consultation.
Response 156	Just forwarding my opinion regarding this matter. We are definitely opposed to this closure. Given the constant congestion in Hoddle Street, the Trenerry cut through is our only efficient way to connect with services, work, friends and family in the neighbouring and SE suburbs. The few hours of congestion is surely worth it for the remainder of the day and weekend travel. Rutland Street Clifton Hill
Response 157	is not in favour of closure of Trenerry Crescent. it is important to have the access via these streets
Response 158	As part of the current community consultation on improving pedestrian and cycling access around Trenerry Cres please refer to my email to Council below. I ask that, irrespective of any closure to Trenerry Crescent, Council 1. Improve the footpath on the sharp corner outside the AEU building by having the fence line set in considerably - it is currently dangerous.2. Negotiate a return of pedestrian access across the car park of the former Austral Mills site (112 Trenerry Cres) between Trenerry Cres and the riverbank.

Attachment 3 - Email submissions

Response 159	I am writing this email in vehement objection to any proposed closure of Trennery Crescent. This thoroughfare provides vital access for the local residents to shop and attend medical services, children's extra curricular activities, getting to and from work.. not to mention delivery drivers, emergency services etc.. Should this road close, the extra pressure on the exit points from Clifton Hill during busy times would be horrendous. I have heard some frankly ridiculous reasons driving this proposal. As a resident I feel like we've been kept in the dark in any consultation process. What I have seen instead are biased lobby group social media pages and surveys that seem designed to skew the numbers statistically. Thus I ask...What is your council's specific policy regarding road closures of this magnitude? I think the majority of residents and rate payers are all for the improvement of infrastructure but not decisions that are discriminatory towards any particular demographic. Not everyone can ride a bike Not everyone can walk. Nobody can be reasonably expected to do a week's worth of shopping for a family given the choice of: a) getting it home on a bicycle or b) add an extra 45 minutes in travel time to drive less than 5km (I've timed it in peak times). There are many different ways to approach this that consider everybody.
Response 160	I've been a resident of Clifton Hill (CH) for 20 years and a keen and regular bicycle rider and as such always pleased to see any improvements which will make it safer for the rider and also encourages more people to ride. Having said that any changes must be made in consultation with the stakeholders, in particular, the residents who are directly affected. The Yarra Council's attempt at pushing through partial or total closure of Trenerry Crescent without consulting its rate payers directly affected is a disgrace and flies in the face of the democratic process. The Councillors are elected by their constituents and hence should represent them and their interests. With regards to partial or total closure of Trenerry Crescent these options were rejected some years ago when a traffic management plan for CH was being developed so why bring it up again! Trenerry Crescent is a vital link for the CH residents and emergency vehicles. Being forced out onto Hoddle Street just to get to the other side of the freeway, particularly at peak hour, is absurd as it would add a considerable time to the journey and more unnecessary traffic on Hoddle Street. For example, a family who lives south of the freeway and have kids attending Spensley Street Primary would have to go via Johnston and Hoddle Streets before heading into CH again to drop their kids off or collect them – at peak hour this could take anything up to an extra 30 minutes. There are plenty of bike paths that riders can and do use (including myself) to get from south of the freeway to the north side and vice versa. Signs displaying these should be erected to inform riders and pedestrians. If the Council really wants to make a difference, then it should make the current footpath wider (by using the embankment and not the road) and create a 2 way bike and pedestrian path– that way both the residents and riders would be happy.I look forward to hearing your views on the above.
Response 161	I write to express my opposition to the proposal to close Trennerry Crescent. I am a local resident. I do not support any closure in full, or any part of Trennerry Crescent. I am also a bicycle rider. I do not believe this proposal adds to bicycle safety. If you are serious about increasing bicycle safety, a dedicated lane could easily be set up. I also run daily on the adjacent river Trail. It is completely false to say this proposal would create more space for people to keep a safe distance from each other. There is a dedicated pedestrian lane already next to the road. This also applies to safety issues. As to creating amenity issues, one can only assume you refer to noise. At the moment the sound blocking infrastructure along the freeway there is inadequate, and this should be addressed urgently to increase amenity, not block the road. This proposal to close the road is consistently proposed by a small group of special interest residents. It does not have the support of the wider community. The council should rest assured it would have widespread support in opposing this special interest group. Finally, the closure of the road would have serious negative consequences for local residents who rely on that throughway for road access, which is already inhibited by changes to Hoddle st.
Response 162	To whom it may concern, I would like to express my absolute opposition to any closure of Trenerry Crescent, and my disappointment with the attempt by council to push it through without community consultation. I am a Clifton Hill resident and an active cyclist. Pre-COVID I commuted daily by bike to St Kilda Rd via the Capital City Trail, and these days I cycle the area for exercise. I would estimate that around 90% of my trips through the area are by bike, so I am also one of those who would benefit most from any improved cycling infrastructure in the area. And yet, here I am, vehemently opposed to the proposed closure. Firstly, from a cyclist's perspective, I am far from convinced that there would be any tangible benefit to be gained from closing the road. When cycling I occasionally use the bike path on Trenerry, but far more often use either the overpass or cross the footbridge at Dights Falls and cycle along the other side (depending on whether I approach from Nicholson st or the Capital City Trail). These are both perfectly viable routes that take about the same amount of time and are far more appropriate for riders of all abilities. Even with the

Attachment 3 - Email submissions

	current increased bike/pedestrian traffic they have never been difficult to traverse. I have *never* had an incident with pedestrians on either route. The advocacy group Streets Alive Yarra has produced a publication of which you are no doubt aware that suggests that this change is necessary to minimise the risk of COVID-19 transmission. It is quite obvious that this line of argument is a cynical attempt to capitalise on a global pandemic to bypass due process, but let's leave that aside for a moment. Rather than close the only southern exit/entrance to the whole neighbourhood it would be far easier and cheaper to require cyclists and joggers to dismount, mask up, and walk the ~50m where the path narrows. I certainly would not object to this. Long term it would make more sense to widen the bottlenecks on the existing, superior path on the Eastern side of Merri Creek. From a driver's perspective, closing Trenerry would be disastrous for my family. During peak hour (outside of lockdown) it can take 20-25 minutes to get to Studley Park Rd via Hoddle. That potentially means almost an extra HOUR daily commute for my partner, who works in Hawthorn. During lockdown the extra time isn't so bad, but as we all know the traffic will return. When the only available exits to Hoddle are Roseneath or Noone (using Ramsden is already unmanageable at peak due to the rail crossing timings), that 20-25 extra minutes will become commonplace, and likely even increase. My work hours do not generally allow me to get back in time to pick up the kids (and three don't fit on a bike very well). She needs a car for carrying stock and child seats, so cannot ride. The closure would adversely impact our family life and the time we can spend with our children. And it's not just us. This is a sentiment that has been echoed by literally every neighbour I have spoken with about this. Finally there is the far from trivial issue that closing Trenerry will endanger the communities on both northern and southern sides of the freeway by forcing emergency services to use Hoddle st. This cannot be. I am immensely disappointed by the attempts by council to push this through without any community consultation. The first I heard about it was a letter drop from Stephen Jolly (thank you, Stephen). The council should have consulted all affected residents directly; we should not be reliant upon individual councillors to take it upon themselves to notify those most affected. The hastily put up yoursayyarra survey is absolutely flawed and open to gaming, and does not appear to be designed to garner a true impression of community sentiment. The proposal is ill considered and poorly researched, and appears to ignore or downplay the impact of even a partial closure on residents. The attempt by council to push it through make a mockery of community representation and consultation.
Response 163	I am a ratepayer in the City of Yarra, owning an apartment on Trenerry Crescent. I write to object to the closure or any changes to Trenerry Crescent. I have voted on the survey but I'm emailing to express my concerns on how this has come about. As a resident and ratepayer in the Yarra Council, I object to the way in which the survey was drafted and the lack of information on how to vote. The survey looks to support that a decision has already been made by Council with the options heavily weighted to closure or partial closure (example is the poster and flyer which shows drawings of proposals 2 & 3 without showing existing bike and walking paths). There was information put out amongst the community that just putting a number against only 1 option may render the vote ineligible. It has been poorly explained, perhaps deliberately? I also question whether a physical study of the area has been carried out as I don't believe the traffic during Covid-19 has been heavy along Trenerry and nor is the pedestrian and bike traffic. The road is safe for all users and doesn't seem to support the proposal by Council to close Trenerry to vehicles. The bike traffic during Covid-19 has reduced with people working from home so to use the pandemic and appeal to people's sensitivity at this time is unseemly. I also feel the underhanded way in which Council has tried to implement means that this would not be 'temporary' as advertised. If this was to happen I feel that the congestion on Johnston Street and Hoddle Street would also have a negative impact on other issues, such as the environment. I made the decision to purchase in the Victoria Park area because of the access to the north side of the freeway where my parents live in Clifton Hill, who will need my care and support. Both areas share resources such as schools, child care, medical, shops and open spaces. Closing will be detrimental to the residents. Perhaps funds collected by Council for the application and construction of the apartment complexes (which have approval for many car parks) be used to build the infrastructure and upgrade the existing walking tracks and bike paths rather than taking over roads paid for by Victorian drivers. By closing Trenerry the traffic congestion (car emissions) and safety in doing a right turn onto Johnston Street and again into Hoddle to get to Clifton Hill goes against all the environmental issues. People who use and have cars will continue to do so. I hope that the vote taken almost 10 years ago (2011/12) along the same guidelines will again be upheld and any future proposals to interfere with the road use of Trenerry Crescent be defeated – even though Council engaged in the construction of a biased and minority-based survey. It is road users that fund roads not cyclists and pedestrians and they should not be used as 'easy pickings' at the expense of locals.

Attachment 3 - Email submissions

Response 164	As a resident of Clifton Hill I am opposed to the proposed closure of Trenerry Crescent and have voted on the Yoursay Yarra website to reflect this. Further to this, I wish to express my thoughts as to why I believe this proposal will not achieve its proposed aims. Please see my attached submission regarding the proposed closure of Trenerry Crescent
Response 165	I am a Clifton Hill home owner and an avid cyclist. I am writing to express my: 1) strong objection to the proposal to close Trenerry Crescent (partial or full); and 2) concern regarding the approach taken by the Council in relation to this proposal. Below is a brief summary of my objection. Objections 1. Clifton Hill residents are dependent on Trenerry for vehicular access to critical services. It is a main reason why many young families, like mine, have purchased in Clifton Hill. To force these families to commute via bike, or to take Hoddle via car, is incredibly unfair and will have a significant impact on our daily lives. 2. While I am not a traffic engineer, I know the area well enough to appreciate that the traffic impacts to Ramsden and Roseneath in the AM and PM peaks, and to Hoddle in the PM peak, will be significant and will strongly impact the enjoyment of our beautiful suburb. 3. Should a 3 month trial period commence, it is likely to be during some form of lock-down (whether it be stage 1 to 4). Council will not obtain a true sense of the traffic impacts that this proposal will bring, given there are significantly less vehicular movements during this global pandemic. 4. Cyclists have feasible and user friendly alternative routes (i.e. Main Yarra Trail into Roseneath Street - a route I often take), but vehicle users do not (i.e. given the only possible alternative is Hoddle Street, which is anything but feasible and user friendly). 5. Residents have expressed to the Council alternative options to widen the existing track which, I understand, have not been explored. Concerns 1. I understand, via talks with other residents, that initially the Council did not intend to engage in meaningful consultation with residents. If my understanding is correct, the approach is concerning given the significant impacts the proposal will have on rate payers. 2. Using COVID as the reason behind the proposal is perplexing. Giving pedestrians and cyclists extra space on Trenerry, when it is impossible to keep 1.5m apart on the balance of Council trails, would not assist in the fight against COVID. Thank you for considering my email. I hope that Council pursues the sensible option here.
Response 166	I am a Clifton Hill home owner and an avid cyclist. I am writing to express my: 1) strong objection to the proposal to close Trenerry Crescent (partial or full); and 2) concern regarding the approach taken by the Council in relation to this proposal. Below is a brief summary of my objection. **Objections** 1. Clifton Hill residents are dependent on Trenerry for vehicular access to critical services. It is a main reason why many young families, like mine, have purchased in Clifton Hill. To force these families to commute via bike, or to take Hoddle via car, is incredibly unfair and will have a significant impact on our daily lives. 2. While I am not a traffic engineer, I know the area well enough to appreciate that the traffic impacts to Ramsden and Roseneath in the AM and PM peaks, and to Hoddle in the PM peak, will be significant and will strongly impact the enjoyment of our beautiful suburb. 3. Should a 3 month trial period commence, it is likely to be during some form of lock-down (whether it be stage 1 to 4). Council will not obtain a true sense of the traffic impacts that this proposal will bring, given there are significantly less vehicular movements during this global pandemic. 4. Cyclists have feasible and user friendly alternative routes (i.e. Main Yarra Trail into Roseneath Street - a route I often take), but vehicle users do not (i.e. given the only possible alternative is Hoddle Street, which is anything but feasible and user friendly). 5. Residents have expressed to the Council alternative options to widen the existing track which, I understand, have not been explored. **Concerns** 1. I understand, via talks with other residents, that initially the Council did not intend to engage in meaningful consultation with residents. If my understanding is correct, the approach is concerning given the significant impacts the proposal will have on rate payers.

Attachment 3 - Email submissions

	2. Using COVID as the reason behind the proposal is perplexing. Giving pedestrians and cyclists extra space on Trenerry, when it is impossible to keep 1.5m apart on the balance of Council trails, would not assist in the fight against COVID. Thank you for considering my email. I hope that Council pursues the sensible option here.
Response 167	I would like to begin by highlighting that the proposed 'temporary' closure of Trenerry Crescent without any consultation with local residents is totally unacceptable. From what I understand, consultation with the community has only occurred because a few diligent Yarra Councillors have acted in the best interests of the community and have subsequently blocked this from being able to proceed without consultation. I sincerely thank them. I am appalled that Trenerry Crescent was going to be closed by Council without community consultation. This shows complete disregard for those in the community who live in the immediate area being affected, and for whom it will have the most adverse consequences. I completed the online survey implemented by Yarra Council in regard to this matter and was under the impression that I had no choice but to put in a response with preference 1-3 (no closure, partial closure, full closure). I would like to point out that I am extremely opposed to both full and partial closure of Trenerry Crescent but felt that I still had to put the preferences in. I was advised by my parents who ended up ringing Council and who were told that selection of only one option was valid. If I was made aware of this when I completed the survey, I would have only put in the only option I am in support of, and that is - no closure whatsoever of Trenerry Crescent. I am concerned that the way this consultation is being conducted is flawed and may give the impression of there being a greater level of support for the closure options than is warranted. I believe that if it had been written that it was permitted to nominate just one option, many anti-closure advocates would not have given Options 2 & 3 any form of endorsement, even preferentially. In the City of Yarra's online consultation, I can only support Option 1 (no closure), because neither of the two closure options (Options 2 & 3) allows traffic to flow in both directions (i.e. north to south and south to north). I believe any other option besides Option 1 is unreasonable and unwarranted. Trenerry Crescent is a main thoroughfare for Clifton Hill residents. The primary purpose of a thoroughfare is to enable people to get from one location to another. Secondary considerations, such as the type and volume of traffic, speed, noise, safety, recreation and aesthetics, though important in their own right, should not deny a thoroughfare fulfilling its primary purpose, which in this case is as the only local link for vehicular traffic between East Clifton Hill, north of the Eastern Freeway, and Victoria Park and Abbotsford, south of the Freeway. I am fundamentally opposed to total road closures on principle, and against partial closures that are not fair and equitable or are not sensible, nor practical. Council proposes two types of trial: full road closure or half-road closure with traffic in one direction only. I reject both these options for the following reasons: Option 2. Full road Closure I am opposed to full road closure on principle. In terms of fairness and equity, total closure does not discriminate between rat-runners and legitimate use by a local resident. In order to deny use of Trenerry Crescent to rat-runners, Council appears prepared to sacrifice local residents' vehicular use of the only north/south thoroughfare east of Hoddle St. Option 3. Half-road closure I also oppose the half-road closure option as proposed by Council. Why should northbound traffic be privileged over southbound traffic? This would mean that if you live in Victoria Park, for example, you have the right to drive into East Clifton Hill, but residents north of the Eastern Freeway are denied reciprocity. Clearly what is needed is an approach which allows controlled traffic flow in both directions, not closure in one direction, while open in the other. I am extremely concerned by Council's decision to open the consultation to groups and individuals who live outside of the directly affected areas. Though no doubt this would be defended by pro-closure lobbyists, this decision grants the views of groups and individuals who are external to the municipality equal value to the views of City of Yarra residents who must live with the consequences of the decision-making process. When Council last asked City of Yarra residents about potential closure of Trenerry Crescent, the result was about 70:30 in favour of keeping it open and the concept was shut down. I believe that a similar level of support for Option 1 exists in the Clifton Hill community east of Hoddle Street, but I am concerned that this may not be reflected in this consultation because of the way it is being conducted.

Attachment 3 - Email submissions

	From what I gather, this push to close streets within the City of Yarra is largely being orchestrated by cycling lobbyists with vested interests and strong ties to some Yarra Councillors. I believe this conduct is a huge conflict of interest and contravenes the Local Government Act 2020. These street closures are being imposed under the guise of COVID-19, and as a temporary trial, however it is clear from published Council advisory group meeting minutes (e.g. Yarra Bicycle Advisory Committee) that the intent is permanent closure of streets (e.g. Trenerry Crescent) to vehicles using it as a thoroughfare. I am a long-term resident of Clifton Hill - I have lived in the area for most of my life. I have a full-time job in the Eastern suburbs of Melbourne and use Trenerry Crescent to commute in my vehicle to work from my place of residence in Clifton Hill and back. I also travel on Trenerry Crescent frequently throughout the week to commute to Richmond to visit my partner. Public transport or transport on a bicycle is generally not an option for me in terms of practicality and due to my chronic health conditions, especially during a deadly pandemic where I am in a higher-risk category. The closure of Trenerry Crescent will add a huge amount of time onto my daily commute to and from work and to my partner's house. As a result, this will have a significant negative impact on my quality of life and subsequently, to my health. Closing Trenerry Crescent essentially cuts Clifton Hill residents off and means that if travelling by motor vehicle they must use Hoddle Street or Yarra Boulevard/Chandler Hwy. This increases road traffic on already congested arterials and will add considerable time to local resident's commutes. There are already bike lanes and bike paths along Trenerry Crescent. Cyclists do not need exclusive access to Trenerry Crescent, and certainly not to the detriment of the local community. This closure will also mean emergency services will not have quick access to Clifton Hill east which is very concerning. I understand there is a need for safer shared roads and to reduce rat-running from non-local residents. However, many of us in the local community feel that this road closure is not the way to go about it, and the intended lack of community consultation with such major potential impacts to local residents is deplorable.
Response 168	I vehemently object to the closure of Trenerry Crescent to cars in either or both lanes. This presents a serious risk to the residents of Clifton Hill that rely on the the road to connect to Abbotsford. I have concerns about the safety of residents in relation to access for fire trucks, ambulances and police. Personally I fear that I will have to pay considerably more, in time and money, for Ubers or taxis to connect from one side to the other, which is a trip I do frequently since I do not have a car. The alternative routes of Hoddle street or chandler highway are not convenient and will have greater financial costs - not to mention negative environmental costs with longer trips and higher car use - impacting not just residents of Clifton Hill but everyone who drives on these major roads. Why the council want to direct more traffic to either of these already congested roads beggars belief. The process the council has undertaken in order to pursue the closure of Trenerry Crescent is seriously objectionable. Having reviewed the council minutes and comments from many councilors, I am extremely concerned about the decision making abilities of council. It appears, from my perspective, that the council is allowing a small interest group undue influence at the expense of local residents - and voters. There are existing alternative bike and pedestrian routes that are currently in use by many locals that connect them from Clifton Hill to Abbotsford that are entirely satisfactory but do not appear to have been given any weight as a suitable resolution. Not to mention that Trenerry Crescent could be modified (if necessary) to accommodate all users. I could continue about how the plan to close Trenerry Crescent favours a small group of able bodied people to the detriment of all members of the community that drive due to a variety of personal reasons, family commitments, convenience, work commitments, school commitments, health reasons, etc. The alternative suggestion that one lane could be closed is ill conceived on so many levels that it does not justify further comment on how this could never work in practice. The consultation process, review and independent assessment process undertaken by the council has been poor and left a very sour taste in the mouths of your constituents. I expect that you will invoke your power as representative of the local community and vote against the closure of all and part of Trenerry Crescent to cars.
Response 169	We are against the closure of Trenerry Crescent as it would divide access from Abbotsford to Clifton Hill. Living in Abbotsford for 23 years, I have observed when temporary closure or directions are made, they become permanent. Living in Abbotsford, I drive along Trenerry Crescent to get to the Yarra Council recycling Depot on a regular basis and having to travel along Hoddle Street to get there would be so much harder. Also, families who attend the child care, Spensley Street primary school or Scouts would be greatly affected. There are times that we travel over to shop at the supermarket and eat at the cafe in Spensley Street as well as to eat at the Dirty Apron café to support their businesses. We were one of those families who attended Spensley Street primary school and were so glad that we had the opportunity to travel along Trenerry Crescent to get to the school. My daughter had medical issues that was very stressful and due to this, I had to drive her to school for the whole of her primary school experience. Hoddle Street is already a very congested road and having to traveling along Hoddle Street to get to Clifton Hill makes going over there all that much harder and adds extra

Attachment 3 - Email submissions

	cars to that road. Yes, with the COVID-19, there are more people out walking and riding bicycles out along the Yarra river path however closing this part of Trennery Crescent is not the answer. Lots of people are crossing the small bridge to walk or ride either along the river or the crossing over the other side. Everyone needs to be mindful of each other and keeping this road open allows Abbotsford and Clifton Hill to remain connected by this road. So we are voting for Number 1, no closure to Trenerry Crescent.
Response 170	I herewith formally raise my objection to the plan to close Trenerry Crescent. I live locally and use Trenerry Crescent and want this access to Abbotsford and Richmond to remain as it is. I do not want to have to use Hoddle Street. It will make my trip in the car longer and it will only add to air pollution and increased traffic. The proposal by the Council will not advantage anyone. Pedestrians and bike riders already have an adequate path and this proposal will particularly impact on the older residents. As a local resident and rate-payer, my voice like that of many other residents and rate-payers, needs to be heard.
Response 171	I am utterly opposed to the closure of Trenerry Crescent in both directions. I am a resident in the Victoria Park precinct and (whilst agreeing that people using Trenerry Crescent as a rat run to access the freeway or Heidelberg is annoying) am very concerned that the closure of Trenerry Cresent will unfairly impact residents of the Victoria Park precinct. Many of us consider ourselves as much part of the Clifton Hill community as part of the Abbotsford community. We have children at school at Gold or Spensley Street Schools. We are members of the Collingwood leisure centre. We support the Queens Parade shops. We go to the doctor at one of our local GP clinics. Etc. Expecting us to maintain these connections via the Johnson Street and Hoddle Street route is unrealistic (as is the idea that we should all be walking or riding our bikes the whole time - yes I do walk and ride but can't take a sick child or an elderly aunt to the doctor or do the weeks fruit and veggie shop on my bike). Exiting the Victoria Park precinct to travel west along Johnson Street is frequently intimidating and often downright dangerous. In the evening "peak" (as Riche Street is "no right turn" at that time) the only options for turning west into Johnson St are at Lulie St and Trenerry Crescent without traffic lights- this is a turn right across 3 lanes of traffic into what is often a banked up lane of west bound traffic. This can be very stressful and time consuming (and dangerous). Closing Trenerry Crescent to traffic is not an adequate alternative to constructing a safe and separated bicycle path/link. It is disingenuous of the Council to claim the object is to increase open space as a response to COVID as it is clearly nothing of the sort. It is an opportunistic attempt to calm traffic for the benefit of east Clifton Hill residents at the expense of the convenience, connectedness and safety of residents in the Victoria Park precinct. This is very disappointing. The option of retaining northbound vehicular traffic would be slightly less objectionable as it would deal with the Johnson Street safety issue.
Response 172	I fully support the Trenerry Crescent closure trial for all the reasons outlined in the Making Space project brief. As a resident that will be directly affected by this proposal I support any initiative in the local area that has the aim of reducing the reliance on cars, increases use of bikes, provides safer spaces for pedestrians and recreation, increases/enhances open space and reduces pollution etc. My preference would be the full closure. If a half road closure was implemented I would prefer the southbound lane to remain open and the northbound one closed as this would result in less cars banked up from Hoddle St along Roseneath St throughout the evening peak hour - reducing all the associated problems that this causes local residents (pollution, congestion, safety issues etc). I assume many/most of these cars do not live in the local area but use this 'rat run' as a short cut to other neighbourhoods. I also currently use Trenerry Crescent as a short cut to my daughters school, to visit family, go shopping etc. But its just that - a short cut i.e. a convenience. There are other ways to get to the places I need to get to that have less of an effect on local, residential back streets and access to open space. The proposed change will ensure that I, and everyone else, leave the smaller residential streets freer of car traffic thus creating a healthy, safer, more connected place to live, play, recreate and enjoy now and for the future. Good urban design changes people's behaviour with positive outcomes for everyone (the local neighbourhood and the broader community). I fully support giving this proposal a go!
Response 173	Responding to the notice of possible closure of Trenerry Crescent I wish to state my preference is option 1. No closure of Trenerry Crescent. Closing Trenerry Crescent would mean access to Abbotsford, Collingwood and other areas south of the Freeway would have to be via Hoddle St or Chandler Hwy and KEW. This would be totally inconvenient by increasing both travel time and distance significantly as well as adding further congestion to both those routes.

Attachment 3 - Email submissions

	I am a resident of O'Grady St in Clifton Hill and use Trenerry Crescent in both directions very frequently. I could see no logic in the arguments put forward for the proposal to close Trenerry Crescent as there is extensive open space with bike paths etc in the area which I both use and enjoy under the current conditions. Do not close Trenerry Crescent!!
Response 174	To who it may concern, Jusy providing feedback Re the Closing of trenerry Cres, It's a very unpractical idea due to the Johnston St / Lily street exit which will be one of only 2 exists out of trenerry cres , this is already very dangerous due to not having lights or Not even a keep clear on the road way , this also applies to the trenerry cres Johnston street exit. If they both had lights so it made it safer I can see that we could work.
Response 175	I am writing to express my opposition to the proposed temporary closure of Trennery Crescent, Clifton Hill. Please note that the website address (yoursayyarra.com.au/trennery) listed in your direct mail out does not link to a page. Therefore, I am writing via this medium to state that I select option 1 listed in the flyer - "No closure of Trennery Crescent". There are myriad reasons for this. Firstly, it is the primary connector for Clifton Hill residents to travel north / south with no convenient alternative. It enables shopping at one of the closest major supermarkets (Woolworths Kew); it enables access to schools for those with children who are educated at institutions south of the Eastern Freeway; there is no discernible value from closing it for the justifications stated in the flyer given bikes can utilise the path on the other side of Merri Creek (seek to upgrade it); there are more residents of Clifton Hill and the City of Yarra who utilise the road as a car user than as a cyclist - why again are we delivering an inconvenience for the majority; the alternative is Hoddle St - one of the city's major thoroughfares; and finally the Council's claim that it is closing Trennery Crescent as an enabler for it to react to the 'climate emeregency' is a weak and lazy argument (I am an ardent proponent for the need to transition the energy and transport mix where sensible but to draw the conclusion in this instance is extremely poor by Council). I, like many residents across the municipality, ask you to re-consider the proposal asap
Response 176	I tried a couple of times to respond to the survey via your link but am unsure as to whether it sent as I got no response after clicking on the Submit link. So, to ensure my response is received, here it is via email: My preferences in order: 1. Full closure. 2. Half closure. 3. No closure. Comments: I support measures to remove rat-running commuter vehicles from local, residential streets, and giving more space to low-impact cyclists and pedestrians. In pre-lockdown times, my street (Fenwick St) would see cars idling all the way along past Walker Street, as they waited for the traffic lights at Heidelberg Rd to change.
Response 177	Thank you for giving me and my family the opportunity to respond to your proposal. To clearly state all 4 of us are totally opposed to your present proposal for the following reasons 1. It does nothing to address the rabbit run of cars that inconvenience and pollute are immediate area every morning and evening. Importantly this issue is still a problem today even when the current stage 3 restrictions are in place to control Covid 19. 2. There is presently a number of ways in which cyclists can safely and conveniently travel back and forth between Abbotsford and Clifton Hill without the need of using the Trenerry Crescent Road. 3. There is no scientific evidence that the "new Climate Emergency Plan "will benefit from your proposal. Indeed my wife ,son and myself use Trenerry Crescent each morning to travel to our Law Office in Kew. Both Option 2 and 3 will require us to combat morning peak hour traffic on Hoddle and Johnson Streets and suffer the delays of 9 sets of traffic lights. Please explain how this helps address the Climate Emergency? Over the past 10 days myself and the family have observed traffic patterns leaving Trenerry Crescent where it joins Noone St and the subsequent direction that cars take. The results

Attachment 3 - Email submissions

	are astonishing and confirm that the rabbit run of cars that pollute our immediate neighbourhood are 90% made up of users who DO NOT live in Clifton Hill and more than likely not in Yarra. Morning Traffic { 8-9 am) 90% of the traffic use Roseneath St between 8-9 am. This rabbit run does not use Trenerry Crescent to access Abbotsford and is NOT addressed by your current proposal. Evening Traffic {4.30-6 pm) 10% of the traffic use Roseneath St as a rabbit run to Hoddle St 80% of the traffic go directly from Gray St to Yambla St then either go left or right onto Wright St to exit via Fenwick St to finally complete the rabbit run onto Heidelberg Rd. Option 2 solves the problem of the rabbit run but completely eliminates the opportunity of local residents to access Abbotsford during the day while still maintaining the worst rabbit run which occurs in the evening even while Covid Stage 3 restrictions are in place. We respectfully request that you consider an OPTION 4 which will achieve your goal as well as addressing the evening rabbit run thar pollutes Clifton Hill every evening by implementing a PARTIAL CLOSURE OF THE NORTHBOUND LANE ONLY. In the event that you can not consider Option 4 all three of us are forced to select Option 1as disadvantaged residents.
Response 178	I have relied formally but there was little opportunity - limited/ characters - my biggest concern is the nightmare, stress, danger of trying to turn right into Johnston the bulk of the times I use the car. There must be light installed if the trial is to proceed! Surely the underpass was put there to stop the freeway dividing communities! I was there when thise debates were incurring as the freeway was set to destroy communities. For example Clifton hill is my nearest pharmacy .. Many of my friends live in Clifton Hill or North Fitzroy. I look forward to hearing from your.
Response 179	As a Trenerry Cresent resident this is a really important route to access our main shopping village in Clifton hill as well as other northern suburbs so I wish to express that I do not support closing this road. Diverting traffic to hoddle street is an awful option for 2 reasons. Turning right onto Johnston street from both Lulie St and Trenerry Cresent is really dangerous during peak times. And then once that is achieved there is no right turn on hoddle meaning we would need to do a full u-turn just to head north again and battle 4 sets of lights on the way. This closure would affect residents the most and to block in a huge number of residents in both Clifton Hill and Abbotsford seems absurd. I'm also a cyclist and I agree this stretch of road is not the most pleasant for cyclists but I have plenty of cycle options in and out of this area such as the overpass bridge and yarra trail so do not see the justification around creating safer riding conditions.
Response 180	I have recently been made aware of the council's actions taken to close Trenerry Crescent to vehicular traffic. I believe this is being done under the guise of emergency powers intended to protect the community from COVID 19 in order to circumvent the required planning and consultation procedure for a major change to infrastructure. As a nearby resident I am definitely against this closure and am extremely disappointed at the way it has been done. This is a very underhanded course of action that as disappointing as it is, unfortunately does not come as a surprise. I will be making a complaint to the Local Government Ombudsman about this subversion of process.
Response 181	I'm very supportive of changes to improve cycling and pedestrian infrastructure - i.e. new or expanded bike lanes, road closures / one-way vehicles, traffic calming measures (such as high speed ramps), etc

Attachment 3 - Email submissions

Response 182	I support proposal number 1. No closure of Trenerry Crescent. I cannot see any benefits of closing Trenerry Crescent. Residents of Clifton Hill would have to access suburbs like Kew via Hoddle Street or Chandler Highway. This area already has hectares of open space with walking and bike riding lanes and I can't see the necessity of creating inconvenience for local residents.
Response 183	Trenerry Crescent under the Eastern Freeway is an important linking road for Yarra Residents generally and particularly people living in Clifton Hill and Abbotsford. It is most likely an important linking road for City of Yarra trucks and vehicles going to and from the Clifton Hill depot. Yarra will cause a lot of displeasure to its residents adversely affected by not being able to drive their own vehicles on the Trenerry Crescent link road especially if City of Yarra is still able to use this important link road. If bike traffic is increasing, work out some way to channel some of the bike traffic onto the hardly used Alexandra Pde East pedestrian bridge over the Freeway
Response 184	I am writing to you to ask you to please reconsider your positions on any closure of Trenery Crescent. Please don't lock east Clifton Hill in and turn it into a gridlock every morning and take our time with our families away from us. Trenery Cresent is an incredibly important piece of infrastructure for the residents of Clifton Hill and Abbottsford. Emergency services as well. My family use Trenery Crescent every week day to get to and from Childcare in Abbottsford and work in Kew. Closing Trenery Crescent will steal 30-60 minutes of our family time each day as we wait in the single lane down Johnston Street to do the P-Turn onto Hoddle and then wait in the new giant ques to turn right into Clifton Hill. We cannot ride our bikes or take Public Transport every day to work and childcare. Even if we could, what about all the other residents who can't ride bikes or take public transport? I do sometimes try to ride my daughter to Childcare and I have absolutely no crossing the freeway via the underpass, overpass or track on the East side of Merri Creek. The real problem is the stairs at the end of the Yarra trail which are almost 45 degrees with a child in a bike seat. Have you considered the impact on emergency services getting into Clifton Hill in peak hour? It will drastically change how quickly they can get into Clifton Hill which has been raised by actual fireys and other emergency works. I've provided a photo below of an ambulance using the underpass last week. The minutes from the most recent Council meeting state unequivocally that Council is using (abusing) Covid-19 to avoid the lengthy approval process of closing a road and consulting with DOT and other authorities. How is this reasonable? To forego all due process? This is an absolute shame on Council and not something that any of the 400 voting Clifton Hill and Abbottsford residents in the Keep Trenery Crescent Open Facebook group will forget. Not when voting comes around later this year. Why are many of you siding with a militant bicycle lobby group to close Trenery Crescent? There are so many ways to overcome any possible bicycle issues on Trenery Crescent than closing it. Let's not pretend for a second that it has anything to do with social distancing, especially now that everyone is wearing a mask and there are 4 ways to cross the freeway in proximity to Trenery Crescent. If you want to make the path wider, why don't you widen it like Boroondara did in the example below at Columba Street in Balwyn North? I would suggest the treatment would be cheaper and easier in our example. The bicycle network has been advertising to all of it's members to vote to close Trenery Crescent. Why does a cyclist in Frankston who doesn't even know where Trenery Crescent get a say in our everyday lives. Council wrote to us and said they have overcome dodgy voting by asking people to enter their postcode in the survey. Genius [insert eye roll emoji]. Council has erected signs directed to pedestrian and bicycle paths asking them to vote. Why no signs facing the cars on Trenery Crescent. All this means is that Council is obtaining the most biased survey possible. How is this reasonable and fair? Every single resident knows this survey is completely botched. Have you considered: • In the AM Peak, all traffic heading south and east will be required to exit Clifton Hill onto Hoddle Street. There are three access points. Ramsden no one will use because of the boom gates with the train line are closed for up to 7 minutes at a time and only 3-5 cars get through at a time. That leaves Roseneath and Noone for some 2200+ households to exit. Noone has a childcare on it and all the parents park on the north side of Noone to drop their kids off. The increased amount of cars trying to exit from Noone will become a disaster with all the families trying to cross the road. You are increasing the chances of an accident and turning Clifton Hill into gridlock in the AM peak. • In the PM peak, many of those 2200+ households will have to return into Clifton Hill from Hoddle Street but

Attachment 3 - Email submissions

	the right term lanes only fit 3 cars. The Ramsden Street right turn is badly affected by the boom gates over the train line so not many cars will be able to enter. As a result the majority of those 2200+ households returning home at night will enter via Roseneath Street…which has a right turn lane space for 3 cars. So cars are going to back up the whole way down Hoddle street. Please tell me how you don't see this as a disaster accident waiting to happen. As well as the incredibly blockage to through traffic on Hoddle street. Please don't close Trenery Crescent. At least not without going through the correct and legal process or relying on a botched survey. Represent your voters, not lobby groups!!
Response 185	My name is , I live with my Partner in Turner St Abbotsford near Victoria Park and have done so for over 5 years. I heard about the sneaky plan to close Trenerry crescent, how many of you live in these two areas that would be directly affected by this ? You always hear about local councils being corrupt and all the backhanded deals that go on. I can only imagine what is driving this because it most certainly isnt COVID19, i lost my great uncle to coronavirus so it disgusts me to hear that you are trying to blame a global pandemic on the reason for closing the life line between these two communities. There is a strong community voice building behind this issue, you know the little people who vote you in .. next council election is fast approaching. Dont be swayed by lobby groups who don't live in the area and who are not the people the vote, so you know, you can keep your jobs. Because if you are voted out you will see what the real impacts of COVID19 are. The only councilor who has actively supported community engagement has been Stephen Jolly, to who i and many others are grateful for. In Jan 2019, sadly their was a house fire at our home and my partner suffered severe burns to 47% of her body and was in The Alfred burns ward for several months but we nearly lost her except for the fast attendance of all of the emergency services. The ambulance that attended that day was from Northcote, then entered through trenerry crescent. You want me to vote to close the only way in other than the constantly busy Johnston st, (largely due to all of the large apartments that you keep giving building permits too but that's another story), come on, lets have some sense about this. You do have other options, want to stop the "rat runners" ban, right turns off Johnston Jt into Trenerry Crescent or wow here's an idea for more space build out over the creek, closing the road shouldn't even be an option.
Response 186	I am writing to strongly oppose the closure of Trenerry crescent, both temporarily and permanently. Firstly, I notice that the cut-off day to oppose this closure is today 2nd of August, at 5pm yet the 'yoursayyarra.com.au/trenerry' link is already closed at 12pm, before your advertised time of 5pm today, which lessens your chance of receiving opposition to this outrageous proposal! That's pretty unethical. I notice the biased semantics of your leaflet that you dropped off to residents suggesting: "Let's give it a go". What Abbotsford resident would even contemplate 'giving this a go', when it would critically effect residents and negatively impact numerous elements of our lifestyles? This proposal is ridiculous, it is loaded with irrational, dubious 'reasons' for this change: 1. Mentioning the climate emergency plan and COVID as reasons for trialling this closure holds no weight, as the impact on the environment and the community due to such a change would be a worsening of traffic, car emissions, road safety and mental health of residents. We live in Abbotsford and send our young child to Spensley Street Primary School. If Trenerry Crescent was closed, we would have to turn right into Johnston Street, then left into Hoddle Street, then do a U-turn and then sit in traffic, going north on Hoddle, then have to turn right and then take the route from there to the school. This route would take half an hour or longer for what is now a 5 minute drive to school! It would add to emissions, add danger and stress to our school run and essentially cut us off from our extended community in Clifton Hill. 2. There are already two safe, green routes for walkers and cyclists, why add another one? Alongside Merry Creek and over the freeway overpass. To add a third cyclist route would mean that people who need to drive for school drop-offs, pick-ups, essential shopping, work and other necessary reasons for driving north, would lose their safe, greener and local route to their community. 3. It seems that you have not considered Abbotsford residents, only Clifton Hill residents in your espousal of the merits of this closure: We will be cut of socially, psychologically and vocationally. My husband works in

Attachment 3 - Email submissions

	Westgarth and his travel time will more than triple and will send him into peak-hour traffic. 4. Yarra City Council have not been transparent regarding this critical decision: Yarra have given a very short time to oppose these changes. The signage for these changes has been small and dubiously placed and seemingly rolled out in a way so as not to be properly noticed or seen by busy commuters using these routes. Unfortunately, Abbotsford residents are being ill considered and their wellbeing, lifestyles, sense of community connection and inclusion are being put at risk for an unnecessary closure. This should not even have been put on the table for consideration, let alone subjecting residents of Abbotsford and attempting to dupe them into accepting this embarrassing biased campaign to remove us from our community.
Response 187	Please don't allow any closure of Trenerry Crescent to go ahead. As a resident of 184 - 196 Noone Street, Trenerry Crescent is the closest direct two-way access to my home. I run and cycle in this neighbourhood everyday, and have never felt unsafe commuting along Trenerry Crescent. I am self-employed, working from home full time, while also volunteering in the community every week. I also use rideshare/taxi services late at night, in extreme weather and when my work is urgent. By blocking vehicles from using Trenerry Crescent, more traffic will be pushed to Johnston and Hoddle Streets. With Trenerry closed and traffic backed up on these main arterials, travelling home will not only take me longer, but that will further disadvantage my safety as a woman, my success in business and detract from my time I am able to dedicate to volunteering. By closing Trenerry Crescent to vehicle traffic, it will be harder for hundreds of residents on Noone Street and Alexandra Parade East to access some public transport, the community at Victoria Park, and shops & services on Johnston Street. Trenerry Crescent is the only two-way direct entrance to Noone Street when travelling from the south, because the entrance at the Hoddle St end is a no right turn. Why were the residents in this area not properly consulted before proposing the closure? Why is a proposed closure being considered at all, when Trenerry is a safe road? There are already two cycleways/footpaths either side of the creek running along Trenerry Crescent, there is a pedestrian bridge over the Eastern Freeway at the end of Groom Street AND there is an adequate cycleway/footpath along Hoddle Street. We need equal access for vehicles, pedestrians and cyclists. Please don't allow any closure of Trenerry Crescent. Please don't cut off Noone Street and Alexandra Parade East residents from necessary amenities and services.
Response 188	I write to express my strenuous objection to the closure of Trenerry Crescent. It is hard not to think that the current COVID circumstance is merely a pretext for this closure. On the one hand, there is so little justification for this action -"more open space" - it seems almost nonsensical. There is a footpath parallel to the road under the freeway and a another bike/ pedestrian path available five metres away on the eastern side of Merri Creek. So, what is to be gained? I walk there every day - there is no hindrance to pedestrian or cycle flow/access. So what is the real justification for this? On the other hand, I have lived in Turner Street for 30 years. I have never opposed development, as multiple high-rise buildings have been approved by Council (5 storeys cnr Turner and Lulie, 7 storey Little Turner, hundreds of units along Trenerry Crescent). I accept that as a resident of the inner city, living on a train line, medium density is both a civic good and a necessity. However, this level of development has created a significant population between the Eastern Freeway and Johnson St. Attempting to enter Johnson St, especially to turn west into Johnson St from Lulie, Rich or Trenerry is very difficult, often dangerous. In addition, the pedestrian lights under the railway overpass between Hoddle and Lulie are actually, demonstrably dangerous. Motorists travelling east cross the Johnson/Hoddle intersection not expecting to encounter traffic lights 90 metres later. In consequence, motorists run that light with regularity - a danger alike to pedestrians and cars attempting to enter Johnson St from Lulie. The point about this is that exit from the precinct via the Trenerry Cres underpass is often the only safe option, even if it involves a longer transit. At the very least I would urge councillors to physically acquaint themselves with the options facing residents in this area, and the implications of the proposal, before deciding on this ill-advised experiment/change.
Response 189	I am writing to briefly explain my own position against any closure of Trenerry Crescent. I have heard that there was a possibility that the temporary closure of this road was actually about to go ahead without any community consultation. Which I could not believe was actually true. I have high expectations on the way that Yarra Council operates and would be surprised if this was the case. I have been a resident of Clifton Hill for 14 years now, and of Yarra Council for more than 20 years. I have been a strong supporter of work and live in your local community. My kids attended kinder, childcare & primary school in Clifton Hill, I shop in Abbotsford and I work in Richmond. I currently need to drive my children to school via Trenerry Cr too as there is no accessible public transport available for them from Clifton Hill, and one of my daughters has a disability which further complicates public transport. I live in Clifton Street, Clifton Hill, where the only sensible route to access these suburbs in via Trenerry Crescent. And I currently use Trenerry Crescent up to 20 times per week.

Attachment 3 - Email submissions

	The alternative, of which there is only one, is Hoddle Street. In this scenario we would be fighting to get on to Hoddle Street every morning from East Clifton Hill and then when on this road, struggling through huge volumes of traffic from all the Northern Suburbs, to make our way as far as Johnson Street and then turning in again to Abbotsford. I just wonder what modelling has been done on this? If Council was thinking of undertaking modelling I am sure they are not using current traffic as a basis for the impact of closing Trennery Crescent. I am still attending work presently and the traffic is currently reduced more than 70% between Clifton Hill and Richmond at this very time. Any modelling would need to be carried after the COVID-19 lock downs had lifted, and even then it will be some time until traffic returns to normal. We are so fortunate to have access to an abundance of walking and riding paths in our immediate area. There are alternative bike/walking paths that have been used for years to access the CBD paths that do not require riders/pedestrians to go down under the freeway bridge, that are really acceptable. And that I use once/week on average. The idea that Trenerry Cr would be closed in any way, given the community reliance upon this road would be incredibly detrimental to local life in our village. The problems that I can see immediately include: • Major traffic congestion in East Clifton Hill, leading to longer car trips, more hold ups on Hoddle Street and greater impact on the environment • Concern on emergency services making their way between Abbotsford and Clifton Hill • Difficulty in accessing shops, supermarkets, restaurants and pharmacies located in Abbotsford, and possibly the need to start shopping elsewhere
Response 190	Thank you for taking the time to consult with residents who will be impacted by your proposal to close Trenerry Crescent. As you indicated on the meeting, you were willing to accept questions put to council and provide answers to these. A list of those questions asked is below: 1. What are the quantifiable, measurable outcomes of the proposed trial to close access to Trenerry Crescent? 2. How are council officers explicitly ensuring the YourSayYarra survey has not been compromised with submission of multiple entries? 3. Has road traffic data been collected at the end of the "rat run" for people accessing the Eastern Freeway at Noone St and Hoddle St. If so, when was this data collected and when will it be made available for scrutineering? 4. Has current pedestrian and cycling usage data been collected for the below routes (not just anecdotal comments)… If so, when will it be made available for scrutineering? 1. Trenerry Crescent 2. Main – Yarra Trail 3. Eastern Freeway Overpass Footbridge 5. What would be the increase of traffic flow at the only other entry point in East Clifton Hill – Roseneath St and Hoddle St? Does this intersection have the capacity to absorb the increased flow? 6. Has consultation occurred with state Emergency Service providers about closing this access road and the flow on implications to responding? If so, who with, when and what was their recommendations? 7. What attempts have City of Yarra council officers made with Victoria Police Traffic Management to increase compliance with the "No Left Turn" into Trenerry from Johnston when heading outbound. 8. What costings have been done to put in place Traffic lights at the "No Left Turn" into Trenerry from Johnston when heading outbound to restrict traffic? I look forward to receiving timely responses to these questions put to council on 31/7/2020. I have included the councillors in this email, so they are aware the questions impacted residents are seeking answers to.
Response 191	My family live 50 metres from Trennery Crescent and we use a car and bicycles and legs and Trennery Crescent in all methods available. Closing it is a solution to a problem that doesn't exist and it won't reduce GHG (barely relocate) or anything else as people will still drive if they need to. The existing system works reasonably well but a closure is not required. Please note our very strong opposition to the closure; first time we have ever written to any elected official.
Response 192	I have just become aware of a proposal by the council to close Trenerry Crescent. The reason has been suggested as being because of the corona virus. I'm writing to ask the councillors why this is the case? I'm not traveling by public transport during the pandemic and need Trenerry crescent to remain open for me to drive home in Groom Street. I'd prefer not to have to travel home via Hoddle Street or Chandler highway. Please reconsider your position and keep Trenerry crescent open, especially to residents.
Response 193	I'm writing in relation to the recently proposed traffic closure of Trenerry Crescent. After reviewing the details provided by the council in its consultation survey, I found that key data was missing in order to fully understand potential impacts. With a view of seeking transparency in the proposal I am requesting a reply to a number of questions relating to the proposal and the background surrounding its instigation.

Attachment 3 - Email submissions

	1. Has a feasibility/impact assessment been undertaken prior to the proposal being presented to council for voting? 2. Is the council able to provide an assessment demonstrating how this proposal will impact the macro economies of Abbotsford and Clifton Hill (east)? 3. Has a traffic volume assessment been completed for local roads specifically those leading to both Hoddle St and Johnston St? 1. Have Department of Transport been consulted regarding the impact assessment for traffic volume increases on Hoddle St, Johnston St and Heidelberg Rd and the respective intersections for these major arterial routes? 4. What consultation has been undertaken with emergency services in relation to the proposed road closure and impact to their service delivery capability? 5. In relation to the online survey that the council has initiated, can you please outline whether individuals need to rank all options 1 to 3 or providing a single option is considered as an acceptable response? 6. Can you outline who has been granted the right to vote/provide feedback in the survey? It appears as though it is open to individuals living outside of the LGA which raises questions of validity and poses potential for manipulation from various groups wishing to manufacture a result designed to suits an agenda. 1. Why aren't letters being sent directly to residents/rate payers within the impacted areas to understand impacts to those living in the area? 1. It has been implied by various members of the local community/council that a number of councillors had planned to implement this proposal without consulting the local community. Can you Confirm if proposal was previous raised for voting At a council meeting? 2. There appears a number of groups involved in the Trenerry Crescent debate that are made up of members from outside the local community. Suggests have been made regarding links to councillors and these groups. In particular can councillors confirm whether they have any affiliation with the bicycle network group, and if so can the council explain if they consider this to be a conflict of interest? 3. What does Yarra City councils code of conduct determine to be a conflict of interest? Is there a requirement that councillors maintain transparency in decision making/voting? 4. What pathways are available to citizens wishing to seek investigations into potential misconduct of councillors in office? Based on the community feedback will the council be looking at alternatives to the three options presented and has there been engagement with the Local State MP in relation to seeking a resolution that delivers for the users of both motor vehicles and bicycles?
Response 194	I am writing to you regarding the survey asking for feedback on the 'trial' closure of Ternerry Cresent. A member of the public posted the information about this on facebook which is the first time I became aware of it.Subsequently I contacted some friends in Clifton Hill to ask if they were aware of the survey and the plans. They advised me they received a letterbox drop regarding the potential closure.Can you please advise who you letterbox dropped to inform of the potential closure and advising of the opportunity to provide feedback. We live at Fergie Street North Fitzroy and received no such letterbox drop. I also looked at the 2 most recent editions of your Yarra Newsletters and there is no mention of the potential closure of community input in either edition. I must say I feel very disappointed that Yarra Council may be making a decision on this matter without residents being fully and properly informed and without being given the right to express an opinion. I look forward to your response.
Response 195	As part of the current community consultation on improving pedestrian and cycling access around Trenerry Cres please refer to my email to Council below. I ask that, irrespective of any closure to Trenerry Crescent, Council. 1. Improve the footpath on the sharp corner outside the AEU building by having the fence line set in considerably - it is currently dangerous. 2. Negotiate a return of pedestrian access across the car park of the former Austral Mills site (112 Trenerry Cres) between Trenerry Cres and the riverbank.
Response 196	I would like to submit a response to the recently council proposal to close Trenerry crescent to motor vehicles.And would hope that you raise my concerns, observations and suggestions. There are a number of points I would wish you consider.Ok let's give it a go.. What is the issue you are trying to address?'Create more space for people to keep safe distance from each other on the adjacent capital city trail and merri creek trail'Firstly, solve the end of merri creek trail I would agree that the narrowness of Trenerry crescent and it's accompanying footpath underneath the freeway makes cycling difficult.This is clearly recognised by the council's banning of cycling on the footpath.Further I would strongly argue that the truncation of the merri creek trail at Trenerry crescent is totally inappropriate. And that the pathway, south of the council's depot. Is also too narrow and dangerous for pedestrian and cyclists use. My first suggestion I would suggest that the merri creek trail connect with the capital city trail on the east side of the Yarra council depot. ie the corner of Roseneath and Field street.The merri creek trail should not end in a dead end at Trenerry crescent, it is silly. It should not continue the 200 metres along a

Attachment 3 - Email submissions

	narrow pathway on the south side of the Yarra council depot and finish by intersecting at Trenerry crescent. Forcing cyclists onto Trenerry crescent. And wondering how to the main Yarra trail. Especially, as there is a perfectly good cyclist path that goes across the merri creek footbridge. And cyclists should be directed that way. And this would result in the trails being continuous. Cancelling cycling on the narrow footpath on the south side of the depot, would reduce significantly the number of cyclists entering Trenerry crescent. How do you stop cyclist going along that pathway. Easy .. Block cyclist entering the south depot pathway and redirect them to cross the merri creek at the foot bridge. Use signage. And maybe temporarily use those water filled traffic blocks. Redirect cyclists across the merri creek. So the merri creek trail now starts at the eastern end of the depot, ie corner of Roseneath and Field street. And it becomes one continuous trail adjoining the mail Yarra trail. (Note: I'm sure it would be quite easy to move the rock with the plaque to the connection point of the two trails at the corner of Roseneath and Field street) Another problem The issue of crowding and dangerous practices, re pedestrian vs cyclist, cyclist vs vehicle. In particular on merri creek, capital city trail and trenerry crescent. I would suggest this is sadly, largely, is a issue of lack of politeness, consideration of others on the road and trail. What about trying some more signage on the trails There is currently a sad lack of any signage on the trails or crescent to encourage good behaviour practices. It's the Wild West out there. In particularly with cyclists and pedestrians on the trails. What signs ...ie - Pedestrians should keep left, not spread out over the path.- Cyclists should warn pedestrians by bell or call when approaching from behind. - Cyclists should travel only at a reasonable pace. - In busy areas, be patient and give others space. What about changing the speed limit on Trenerry crescent Under the freeway, to 30 kms not 40 kms as it currently is?What about putting signage on Trenerry crescent such as - Motorist should slow down and drive with care when sharing the road with cyclists.What about additional lighting under the freeway in Trenerry crescent? What about trying putting temporary traffic lights at the both ends of Trenerry crescent? Similar to the ones that are placed on roads under repair.This would only allow only one stream of traffic through Trenerry crescent at a time. And to alternate. And so allow the traffic in both direction. What about considering one way walking trails? On Your 'Only slightly longer travel times'I live in Noone street, I shop for food and essentials at Aldi and Woolworth's on Nicholson street / Victoria street. I usually get there by travelling down Trenerry crescent, and through two sets of traffic lights on Nicholson street. Closing or restricting trenerry crescent, will force me to enter Hoddle street to leave noone street.. Difficult at the best of times. Hoddle street is one of the busiest road in Melbourne. Very busy during rush hours or as is noone street, at the times drop off/ pickup of children at the child care centre recently opened on noone/hoddle street corner. And of of course the redirected vehicles down noone street as a consequence of the closure of the trenerry crescent exit. So to go to get some food and essentials, you require me to travel via Hoddle street, then either via Johnson or Gipps street then Nicholson street to reach the shops. Requiring to go through six sets of traffic lights! And you say, 'these changes will result in slightly longer travel times for some journeys'. Slightly longer - Ha And my shopping travel, only, gets worse when I'm returning home. As I am unable to enter noone street from hoddle street. So I have to go further, up to roseneath street. And through another set of lights. Of course with Trenerry crescent closed more people trying to enter from the south, south eastern Clifton hill will back up further vehicles along Hoddle street awaiting to turn right into Roseneath street. So make that seven sets of traffic lights and further travel on my return.. Slightly longer - indeed. Not to speak of the issue of not being able to turn right from Johnson street to hoddle street at certain times adding further difficulties.I estimate it will add likely, an additional 10 minutes. Say 20 minutes both ways. A couple of times shopping for food a week, say additional 40 to 60 minutes at least! To go shopping for food and essentials. Although my suggestions regarding the merri creek trail and Trenerry crescent may be discounted. I do strongly suggest at the very least additional signage on the trails would encourage correct attitude, politeness, and consideration for cyclist and pedestrians on the merri creek and capital city trail. And for motorists and cyclists on Trenerry crescent. The idea of politeness and consideration for others maybe old fashioned in this world. But I still like it. Observation on Trenerry I spent approximately one hour 2-3pm last Tuesday counting the 171 vehicles and 26 cyclists using Trenerry crescent under the freeway. The number was for total traffic in both directions.What was interesting, was that none of the cyclists had any issues traversing Trenerry. They looked comfortable. Mind you these seemed to be experienced cyclists. I find the cyclists who have issues arise from inexperienced cyclists (possibly non locals) who have inadvertently wandered off the trails onto Trenerry. Note I couldn't tell you how many cyclists took the two alternative routes available to them (approximately 200 metres east merri creek bridge or 200 metres west freeway footbridge)But the idea that you want to divert 171 additional vehicles onto Hoddle street. And for the said vehicles to go through 4 or 5 additional traffic lights on the only alternative route available to them is just silly. Note. The time I picked in no way could be considered rush hour.

Attachment 3 - Email submissions

Response 197	Hello, I have just attempted to vote on the options for Trenerry crescent, but see that the site is already closed. Two weeks to express a view is much too short given the major impact changes to Trenerry crescent could have on local residents. I would expect a democratic elected council, supposedly operating on behalf of local residents, would be more reasonable in their actions to find out what those local residents actually want. Are you considering re-opening the vote for a preferred option? After all, very little notice was provided to local residents that the council was even considering changes to Trenerry crescent. Resident from Ramsden Street Clifton Hill
Response 198	I refer to the notice received recently regarding the temporary closure of Trenerry Crescent; and would like to have my objection to any proposed closure of Trenerry Crescent noted. I've been a resident of Clifton Hill for the past 9 years and use Trenerry Crescent frequently for a variety of reasons and as a person with impaired mobility, I find this proposal objectionable and offensive. I'm angered by the continual over accommodation of cyclists on our roads. I appreciate the need to have bike lanes and considerations for safety for those that cycle as a mode of transport, however not everyone is able to/or chooses to use cycling as their primary mode of transport. It seems to be a form of sport & exercise over any mode of transport. Should sport necessitate such inconvenience to the clear majority of road users in this way? The argument put forward for a temporary closure is concerning in its manipulation of rationale. Suggesting that this is in some way a response to Covid-19 seems ill conceived at best. Exploitative, opportunistic and irresponsible at worst. After reading the notice I'm confounded by what seems like a poorly articulated position by City of Yarra. Throughout the notice, there are several contradictory statements such as "…having space to safely move around in is critical to living in a Covid-19 world." Followed by "…think about what sort of future we want for Yarra streets, once the peak of the pandemic has passed." – Is this addressing the ability to live in the current Covid-19 world or following it? Evidently, it's about conveniently leveraging whichever argument, however conflated and unevidenced suits the proposition. Given the fluidity and continued changes we are all managing through as part of the circumstances we're in with the Covid-19 pandemic, I am astonished that City of Yarra would "…create a range of projects to seize this opportunity." – Really? I would hardly call this an opportunity. Most of the affected constituents I would hazard to guess are quite concerned with our circumstances and do not share a "silver lining" view of this pandemic. Further, I'm bewildered how in the current circumstances, limiting vehicular traffic through "repurposing road space to create new or expanded bike lanes." Is considered an appropriate response. If anything, people will move away from the use of public transport, communal cycling lanes and move more towards the use of private vehicles. As someone with a mobility limitation, I don't have too much choice and rely heavily on my car. This has raised to me a deep concern with City of Yarra's ability to execute their local government obligations without significant waste of tax payer funds. Please help me understand how in the span of less than 12 months, there has been repeated modifications to the intersection of North Terrace, Hodgkinson St and Gold St in Clifton Hill? How was it the planners for this work got it so wrong that it required remediation within 12 months? What was the cost of these works? I can provide you an insight into the cost of the inconvenience. Therefore, it's largely with contempt and distrust that I read your proposal on Trenerry Crescent. The City of Yarra's letter head by-line of "Working for you" is nothing short of galling. This proposal is yet another example of the City of Yarra's self-interested, wasteful and shocking lack of accountability.
Response 199	30 minutes ago I found out about the potential trial closure of Trenerry Crescent. The feedback period has already closed, hence this email. I am opposed to closing Trenary Cresent, as it is the shortest way to get from my home in Clifton Hill to my daughter's kindergarten in Abbottsford, or to our preferred swimming centre in Richmond. I believe a more effective measure to reduce traffic would be to stop people from other suburbs cutting through Clifton Hill and Abbottsford to avoid Hoddle street, by enforcing the existing traffic rules. I live near the corner of Grant and Ramsden Streets which has a "no turn left between 7:30am and 8:45am" rule, which is ignored by many people seeking to avoid Hoddle Street. Some of the reasons given for the trial seem nonsensical to me. If one of the concerns is making a better cycling connection (which I support as I cycle along the capital city trail regularly) then widen the footpath on the edge of Trenarry Cresent under the freeway to make it a cycle path (though personally I don't object to crossing to the east of Merri Creek to go under the freeway). Please give me a call if you'd like to discuss any of my suggestions.

Attachment 3 - Email submissions

Response 200	As promised - my notes for the meeting. I have lived in Turner St Abbotsford for 15 years and use the underpass to access Clifton Hill. I know that neighbours use Trenerry Crescent to take children to school in Clifton Hill and would expect there are those in Clifton Hill who use the underpass to access school and early learning centre near the Convent. I am against closing this route to vehicles and even a part-time one-way system precludes a return journey. With the present increasing construction of multiple dwellings in both neighbourhoods the local traffic on Trenerry Crescent will only get worse. I don't believe we should be forced into using Johnston and Hoddle Streets to access our neighbouring hoods. Obviously the traffic problem is aggravated by traffic between Heidelberg Rd and Johnston St particularly in peak hour. What if there were traffic lights at Johnston St with no right turn from Trenerry Cresc and no left turn into Trenerry from Johnston at peak times. These could have cameras to penalise offenders. Surely this is not a big ask considering the 2 sets of traffic lights installed at the private carpark and the entrance to Computershare a short distance east on Johnston. Would this also be possible at the Heidelberg Rd end?? I understand the concerns for the safety of pedestrians and cyclists and see the safest bet as taking the cycle lanes off the roadway from the top end of Trenerry Cresc, maybe narrowing the roadway and providing a wider footpath for cyclists and pedestrians. I also take the view that cyclists will inevitably find their paths getting busier as our inner suburbs become more densely populated, and yes they will have to contend with others on the paths including pedestrians. They should not expect these paths to become "freeways" for fast riding. There already exist alternative paths over the freeway and along the river.
Response 201	I am against the trail closure. My main reasons are as follows; • When the Eastern Freeway was constructed the Trenerry underpass was built, at considerable cost, to keep access open through Clifton Hill East. This was done for safety reasons and also so that the residents in that area were not cut off to southern and eastern access. • Clifton Hill East is bounded by Heidelberg Rd, the Merri Creek, Hoddle St and the Johnson St. There are limited entrance and exit points. To cut off one of the major access roads would be detrimental to residents safety. I believe our nearest fire station is in Kew for example. To have a fire truck winding through the back streets of Victoria Park to access Clifton Hill East could lead to disaster. Similarly access for ambulance and police. • If Trenerry was closed local traffic would be forced onto Hoddle St. This road is designed for major city through traffic and not local traffic. It would add time to everyone trying to get to the east and put more traffic onto an already busy arterial road. • There are two alternative routes for bikes or walker to take if they don't want to use Trenerry, the overpass and the Yarra Trail. I am sure that modification of the current underpass could provide a safer carriageway for cyclists and pedestrains. Roads are for everyone, not just us Clifton Hill East residents and not just for cyclists.
Response 202	Owing to lockdown concerns, I missed the survey closure date. Consequently I am writing to each of you to register my complete and total opposition to ANY closure of Trenerry Crescent. Under normal conditions I use this road often - every week - in order to visit several different friends who live in Abbotsford. If it is closed I shall be cut off from easily visiting them and, furthermore, I object to my municipality being constantly broken up into more and more isolated segments. Moreover I find it particularly concerning that many of the more recent bicycle infrastruture demands seem to be led by people who are not Yarra residents (Russell Reserve is another example that springs to mind) - as a ratepayer I consider that council should pay more attention to residents and less to the wishes of people just wanting to pass through my neighborhood! WE LIVE HERE.
203	I have lived and been a rate payer in the Clifton Hill and Abbotsford area for over 35 years. When our kids were younger we lived in Abbotsford and the connection was vital for shuttling our kids to and from school, play-overs with friends, sports, piano lessons and other after-hour school activities etc in Clifton Hill. For the last four years we've lived on the other side of the Eastern Freeway and feel that the social connection with former neighbours in Abbotsford is important. The connection under the freeway was built for a purpose when the freeway was originally constructed: to keep the community connected. We do not want the Freeway acting as an artificial barrier dividing the community. I am also very concerned by the way that this process has been conducted by the council I find it unconscionable and almost obscene that the council initially tried to justify the proposal as a significant response to COVID-19 emergency. The reasons why this was going to have any significant impact on the fight against the virus has never been explained or justified. Rather we get the impression that the council was using the emergency to confect a way to avoid normal community consultation and public accountability. This is bad in itself but the cynical and crass use of a deadly health crisis to achieve this takes it to another level of reprehensibility. The way that the council initially tried to sneak it through without notifying or consulting the community

Attachment 3 - Email submissions

	further compounds this. The “Making Space” flyer we received from the council was clearly weighted to downplay the significance of these changes and appears illogical and manipulative. For one thing we are told it is a three month “trial“ which presumably means that officers are objectively weighing up the effects on local residents including travel times. But in the same brochure the council tries to minimise the inconvenience by stating that “With less traffic than usual due to the pandemic, we expect these effects to be minimal”. This means the council is conducting their “trial” at a time that is clearly not representative of the actual long term post-COVID traffic. The traffic and delays on the arterial roads that residents will forced to use, will be significantly worse when conditions return to pre-COVID levels. Only after the trial has been completed and the changes conceivably made permanent, will residents discover what the real ongoing levels of inconvenience will be. This is stupid and it is wrong. If you are serious about conducting a trial, do it when conditions are truly representative and using a transparent process and robust methodology to assess its success or otherwise. In my strong opinion, the proposed closures are being pushed though by a small number local residents and well organised single interest groups like BUGs and other unrepresentative groups with ideological agendas. It appears that they are trying to impose their will onto our community and the City of Yarra is doing its very best to facilitate this against the wishes of the community. In summary: Vehicular connectivity within our suburb is very important to most people living in Clifton Hill and Abbotsford. We don’t like to be told how to live our lives by outside lobby groups and we don’t like the council railroading through changes without proper process and consultation. Use of the COVID crises as cover is cynical and OPPORTUNISTIC frankly INSULTING I am very ANGRY about this. I also strongly believe that by not requiring those making submissions through the website to provide their full address makes it impossible to authenticate that they are in fact residents. It provides an opportunity for agitators from outside the suburb to submit feedback claiming to be residents without fear that this claim could be cross checked If you claim to be a resident you should be required to provide a full address.

Attachment 4 - Officer summary of key points from email submissions

1. A comprehensive traffic analysis is required
2. Support for improving cycling safety
3. Would cause delays in Clifton Hill residents getting in and out of the suburb to go south
4. There are only 3 exists from Clifton Hill (Roseneath St, Ramsden St and Fenwick)
5. Does cycling benefits outweigh local vehicle access for residents
6. What are the cycling volumes in this area
7. What are the cycling / traffic counts before COVID
8. There are alternative cycle trails exist Merri Creek, Capital City Trail and the overpass of the Freeway
9. Support of 3 month trial to evaluate the situation
10. Currently it is unsafe for a cyclist on the freeway underpass
11. Closures would be a major inconvenience and split the Clifton Hill and Abbotsford communities
12. A trial in the current restrictions does not make sense – for what purpose ?
13. Closure would require driver diversions onto Hoddle Street and Heidelberg Road which is inconvenient and also a longer journey
14. The intersections in and out to Hoddle Street and Heidelberg Road are not very safe
15. The right hand turns out of Trenerry Crescent to Johnston Street is hazardous - if Trenerry Crescent was closed people south of the Freeway would have to navigate that much more
16. Closures of Trenerry Crescent is a good idea to make safer for cyclists and pedestrians
17. Object to removing vital car access between the two communities
18. Would impact on car dependent residents
19. The Yarra COVID response acknowledges more people will use cars due to concerns about public transport – illogical to close the road
20. Queries cyclist safety concerns – how bad are they
21. Where is the data to justify the proposal
22. What about other techniques such as vibra line, 30 kph speed limit and traffic calming chicanes
23. If partial closure, then it should be the southbound lane open to give an exit to the Clifton Hill community to the south and south east

Attachment 4 - Officer summary of key points from email submissions

24. Previously proposed as a closure (approx. 2011) and soundly defeated

25. Trenerry Crescent provides sole access to the Freeway for Abbotsford residents without having to go onto Hoddle Street

26. Johnston Street is crowded now – if Trenerry Crescent is closed, it would force more cars onto Johnston Street

27. Abbottsford people need to be able to access the Council depot for recycling drop offs

28. What about emergency vehicle access (Ambulance, Fire and Police) – if blocked off then access is more circuitous from Hoddle Street for Clifton Hill residents for emergency access vehicles

29. Cyclists have the overpass option to travel on

30. Clifton Hill Primary School has part of its catchment in Abbottsford – access to and from the school will become circuitous for locals via Hoddle Street and intersections

31. The current danger causes bikes to use the narrow footpath on the east side of Trenerry Crescent which is then hazardous for pedestrians

32. Hoddle Street has been upgraded so people should use that

33. Widen the footpath under the freeway

34. The 3 way intersection at the top of Trenerry Crescent is unsafe

35. There is a lack of signage and line marking to assist in speed control and for separating cars and cycling – and for information to cyclists of alternate trails

36. A speed hump is needed on the northbound section of Trenerry Crescent before the bend to slow cars down

37. The Bike Spot 2020 program highlights more priority areas for cycling safety improvements that Trenerry Crescent

38. Traffic in Trenerry Crescent near Roseneath Street has doubled in past 10-15 years – there is a need to stop the rat runners

39. What is Council trying to achieve in these proposals ? – that is not clear

40. There needs to be broad access from the east to Clifton Hill – that needs the road open Close the footpath to pedestrians and they can use the 2 bridges over the Merri Creek or the pedestrian overpass

Attachment 4 - Officer summary of key points from email submissions

41. Police should aggressively enforce the 'no left turn ban' into Trenerry Crescent from Johnston Street

42. Make Grey Street or the southern section of Yambla Street one way – that will get rid of the rat runners

43. There is an issue about the Council processes in this matter

44. Trenerry Crescent was built to maintain the connection between Clifton Hill and Abbottsford when the Eastern Freeway was built (Collingwood Council argued for this to maintain connectivity)

45. What is the data that causes this proposal and what are the proposed measures to evaluate

46. The information provided by Council has been superficial

47. Council should fix the footpath by widening it to create more space for people

48. The closure would only add to trip times by diversions to Hoddle Street / Heidelberg Road and Johnston Street to get to places

49. Signs would assist in the traffic management and directional way finding

50. It is currently difficult to turn right into Johnston Street safely at Trenerry Crescent – the closure would make this more problematic due to more cars seeking to make that turn

51. There would be longer trips for cars due to diversions and the use of more petrol

52. A half road closure with a bidirectional vehicle lane with timed traffic lights for vehicles might work

53. Cyclists should obey the traffic rules more

54. Cars turning from Hoddle Street into Roseneath Street is dangerous already – causing further traffic movements to access Clifton Hill neighbourhood at this intersection is unwise

55. There is a need for a much wider traffic management plan including Johnston Street in the area

56. Council depot trucks would go down Roseneath and Noone Street as a result of the closure

57. It is a collector road between communities – it should not be closed

58. The *Your Say Yarra Survey* is tainted because people can vote more than once

59. It would be better to close the northbound lane and keep the south bound lane open

60. The proposal discriminates persons who need to use a car to get to places (due to health issues)

Attachment 4 - Officer summary of key points from email submissions

61. Dogs roaming and speeding cyclists are more of a concern
62. 'MFB have told me' that our area represents somewhat of a fire risk due to the river bushland area
63. Use other traffic calming devices to calm the traffic
64. The traffic at the moment is much lower due to COVID so what is the purpose of the proposal
65. Put traffic lights at corner of Johnston Street and Trenerry Crescent with a no turn arrow and a surveillance camera to fine offenders
66. There is no unique identifier on the survey to stop multiple responses from one person
67. Inadequate ability to provide sufficient feedback on survey form
68. What about the health and safety of the YCC older residents who need to use a car
69. Toll the trucks under the freeway to reduce truck volume
70. It is not a blackspot for cyclists
71. What are the knock on effects that have not been considered
72. Support for modal shift from cars to bikes expressed
73. Procedural concerns with the Council process in this matter
74. The closure proposals are not in the Council Bike Strategy
75. Cyclists from further afield should not be able to influence local aspects
76. Council sought closure in 2011 and that was not supported by the community then
77. There is no information to substantiate why the proposals are being proposed
78. Car owners pay for the right to use roads - it is an important link between communities
79. Trial technologies to control traffic flows
80. The process is a poor use of Council and officer time
81. The proposals link to COVID is very tenuous and should not be put as a reason
82. What is needed is an improvement to the dog leg turn at the Trenerry Crescent corner at the Australian Education Union site
83. A small group that is pushing this idea should not be allowed to influence the Council judgment against the community views
84. The intent is poorly explained

Attachment 4 - Officer summary of key points from email submissions

85. Support for a 3 month trial during the COVID restriction period and then evaluate

86. Taxi and Uber rides to Clifton Hill would cost more due to travel on Hoddle Street from the south

87. Support for the proposal as it would reduce reliance on cars, increase bike usage, provide safer spaces and reduce pollution, and

88. There would be some 2,200 more cars accessing Hoddle Street in the morning and evening peaks and the intersections into and out of Clifton Hill.

Attachment 5 - Officer summary of key points from online survey comments

Officer Summary of key points from online survey comments

The feedback from the online consultation the following range of views. The intention of providing this information is to show the range of different views. It is noted that the majority of comments in favour of keeping the road open is at a similar level to the overall results, and is by far the most popular opinion.

1. There are more important things to focus on
2. Widen the footbridge over the Freeway
3. Lets give it a go
4. Its narrow and I'm afraid I will hit a cyclist
5. There are already sufficient bike paths and footpaths
6. This will block important connection between Clifton Hill and Abbotsford
7. Police the existing restrictions instead
8. Impossible to access Johnston Street from Trennerry Crescent
9. Impossible to access Trenerry Crescent from Johnston Street
10. Look at other traffic management solutions rather than the closure
11. Don't prioritise one mode over another
12. Residents shouldn't be forced out onto Hoddle Street and other main roads
13. Will result in much longer car journeys
14. Main roads are congested and unsafe
15. No need to social distance with masks mandatory
16. Concerned about emergency access
17. Footpaths can be easily widened
18. Make the street like Stewart Street shared zone
19. Restricts access to northern and eastern suburbs
20. Restricts access to work, school, local facilities and visiting family
21. Cyclists should be given priority over cars
22. Cyclists should have their own separated paths
23. It will impact on property values
24. Local streets are safer for cars than main roads
25. This proposal has no relation to COVID-19
26. This proposal has no relation to the Climate Emergency
27. It is a dangerous road for children
28. Not opposed to better cycling, just not at the expense of cars
29. The process is disingenuous
30. Less confident cyclists use footpath which is not safe
31. This is only wanted by lobby groups not residents
32. Proposal would be transformative for pedestrians and cyclists
33. Hoddle Street should be route for cars
34. Pandemic shutdown is a rare and unique opportunity to implement forward thinking opportunities
35. There are more motorists than cyclists
36. Restricts access to shopping opportunities
37. Use alternating traffic flows regulated by traffic lights
38. Bridge over the freeway is primarily for pedestrians
39. Needs assessment and modelling to inform community of impacts
40. Depoliticise the discussion
41. Dissuade motorists using technology

Attachment 5 - Officer summary of key points from online survey comments

42. Introduce further turn bans at Trenerry and Johnston Street
43. Will end up paying more for taxis and Ubers
44. The consultation process has been poor
45. Stop the rat run instead, locals should be able to use the road
46. Using COVD-19 to bypass consultation
47. There will be a big impact when returns to pre-COVID levels
48. Responses to survey cannot be crossed checked against address
49. Lack of data supporting proposals
50. Council wasting time consulting, the trial would already be one month in
51. There is no criteria to measure a trial
52. Change to local traffic only
53. Closure will result in more pollution
54. Does not create a pocket of natural beauty
55. There is no issues now on Trenerry Crescent now that the Chandler Hwy bridge is upgraded
56. Hoddle Street has been upgraded to take more traffic
57. This proposal will impact on Hoddle Street upgrades
58. There is greater density of housing meaning that the road needs to stay open to accommodate increased traffic
59. Keep it open during peak hours
60. Chance to reshape streets and how we travel
61. The proposal is ablest and only for people who can cycle
62. Grand plans on climate can only be achieved through change
63. This will impact on Clifton Hill and Abbotsford local economies
64. We are happy with the way things are
65. I see no issues as a cyclist who regularly uses this road

11.2 Yarra Homelessness Strategy

Reference: D20/120798
Authoriser: Manager, Social Strategy and Community Development

Purpose

1. To present the final draft Homelessness Strategy to Council for adoption.

Background

2. This is Yarra's first Homelessness Strategy. It has been developed in response to the increasing numbers and complexity of rough sleeping sites and other types of homelessness in the municipality, and in support of the human right to housing. The strategy collates and coordinates the many touch-points with homelessness across the organisation, enabling a human, holistic, effective and evidence-based approach to homelessness in Yarra.
3. Homelessness has increased markedly in Victoria in the last decade. The Australian Bureau of Statistics (ABS) 2016 Census noted that there was a 43 percent increase in the number of Victorians experiencing homelessness between 2006 and 2016.
4. Homelessness is often higher in the inner city, and Yarra has the fourth highest rate of homelessness of all municipalities in Victoria, more than double the state average. At the last Census, it was estimated that there were 838 homeless people in Yarra, including 64 people experiencing primary homelessness (i.e. living in tents, improvised dwellings, or sleeping out).
5. Last year, the number of referrals that Yarra received to assist people who are sleeping rough on our streets and in our parks doubled, increasing from 66 in 2018 to 122 in 2019.
6. Homelessness is a complex and diverse experience. Some people may have become suddenly homeless and require crisis accommodation, while others may be sleeping rough in public places over a long period of time or 'couch surfing' between friends, family and acquaintances. While the stereotype of the homeless person is often a person sleeping rough on the streets, this accounts for only 7 percent of Australia's homeless population overall.
7. As a lived experience, homelessness is shaped by multiple social factors (such as alcohol or drug dependency, mental health concerns, intergenerational trauma, family violence), as well as structural and economic factors (such as poverty, disconnection from the labour market, a lack of housing for low income households). When people are homeless, they often become distanced from family, friends and the community and lose social connection and control over their environment and other aspects of life.
8. The full strategy can be found in attachment 1. Working within a human rights framework and guided by Council's identified roles and responsibilities, the following strategic directions have been established:
    (a) SD1: Deliver a coordinated and compassionate **crisis response** to people who are sleeping rough and those who are homeless;
    (b) SD2: Focus on **early intervention** for people who are vulnerable or at risk to avoid homelessness and other crises; and
    (c) SD3: Work toward the ultimate goal of **prevention** by supporting an increase of affordable housing and appropriate support services.

9. Each direction is intended to respond to, improve and ultimately prevent homelessness in Yarra. The first strategic direction is where Council has the greatest role to play, so more strategies have been included here than in the other directions, although each direction has an important role to play in working towards our overarching strategy to improve homelessness outcomes in Yarra.

External Consultation

10. This strategy has had a staged and considered consultation over a period of two years including thorough engagement with a wide range of external stakeholders. Overall, there were three distinct stages of consultation:

    (a) Preliminary discussions and background research;

    (b) External and internal consultations around the publicly released first draft; and

    (c) Deep engagement with service providers, including peer review of the final draft.

11. Consultation began in mid-2018 through conversations with Council to Homeless Persons, to guide the desktop research for a background and discussion paper, which informed the first draft of the strategy with an understanding of lived experience of homelessness.

12. The first draft went out for broad public consultation in December 2019 through to January 2020, drawing a range of responses from people with experience of homelessness, people who work professionally in the sector, and members of Yarra's broader community.

13. Since the beginning of 2020, officers have undertaken deeper engagement and intelligence gathering with stakeholders from key homelessness services in a series of meetings and conversations. This has often been an iterative process and has been occurring throughout the COVID-19 pandemic, which has in some ways 'stress-tested' the relevance and robustness of the strategy and its strategic directions.

14. The development of this strategy has been formulated over an extended period in order to ensure that the many diverse voices have been captured at each stage of the project. It has also been a priority to remain flexible and responsive to the ever-shifting nature of homelessness sector, particularly over the last four months. This is reflected in the way that we structured and carried out engagement activities and enabled people to engage in different formats and at various times, as best suited their interests in the strategy and capacity for input. Particularly during the pandemic, officers have sought to be respectful and consult with the sector in a productive, targeted and relevant way which is mindful of the impacts of this critical situation and which equally facilitates connections with and between stakeholders.

15. A range of service providers read the first draft of the strategy and contributed relevant case studies to illustrate the nature of the complexities encountered by people who are homeless, at risk and marginally housed. This input was invaluable in enabling officers to accurately and clearly explain the diversity and complexity of homelessness.

Internal Consultation (One Yarra)

16. Internal stakeholders from across the organisation were consulted at each stage of the Strategy's development. Case workers from Yarra's Family, Youth and Children's Services and Aged and Disability Services also provided several of the cases studies presented throughout the strategy.

17. Branches across the whole organisation are undertaking responses to homelessness in our community, and working to address rough sleeping and other vulnerabilities. The input of these colleagues into the strategy has been valuable and the final document is intended to provide a focus for coordinating these efforts.

18. The result of this combined input is a well-informed and practical strategy that will provide a robust platform to further Council's operational and strategic work to address homelessness in Yarra.

Financial Implications

19. The Homelessness Strategy will be delivered within existing budgets.

Economic Implications

20. Numerous studies evidence the economic benefits that come from housing homeless people. Cost savings are found across the justice, health and welfare system. Having a stable home is also known to improve people's capacity to engage with education and employment.

21. As a result of the COVID-19 pandemic, and certainly in the short-term, it is noted that substantial social welfare-related funding has been committed by both the State and Federal Governments and this has presented a valuable opportunity to redress fundamental inequities in our society and enact long-term, positive systemic change including through utilising the lens of sensible economics.

Sustainability Implications

22. There are no sustainability implications.

Climate Emergency Implications

23. Both globally and locally, the climate emergency will disproportionately impact the most vulnerable people in our communities who often have far less capacity to respond and cope with the impacts, including people experiencing homelessness.

24. As a highly-urbanised, high to medium density municipality, Yarra experiences elevated urban heat, which will further increase as the planet heats up. People who are most vulnerable during extreme heat (especially if coupled with power outages) are those living in intense urban heat islands such as Yarra and may disproportionally affect a number of different cohorts of the population, including those experiencing homelessness.

25. Yarra's Social Strategy and Community Development team works closely with other Community Wellbeing branches and other Divisions in order to provide appropriate emergency responses (e.g. through food security and public health and safety actions such as the hot shower program with Yarra Leisure). This strategy supports these actions and will help realise other opportunities to respond to support our most vulnerable citizens through the detrimental extremes of the Climate Emergency.

Social Implications

26. Homelessness is a complex social problem intersecting with a variety of factors such as lack of affordable housing, poverty, mental health, alcohol and other drug use, and community and family breakdown.

27. Homelessness is recognised by the Australian Institute of Health and Welfare and the Royal Australian College of General Practitioners as being a key social determinant of health. Council's operational response to rough sleeping and community partnerships across the health and homelessness sectors both support improved community wellbeing and public health outcomes.

Human Rights Implications

28. Access to housing is a human right under the Universal Declaration of Human Rights Article 25.1:

    (a) 'Everyone has the right to a standard of living adequate for the health and well-being of [themselves] and of [their] family, including food, clothing, housing and medical care and necessary social services, and the right to security in the event of unemployment, sickness, disability, widowhood, old age or other lack of livelihood in circumstances beyond [their] control.'

29. While housing is not explicitly referred to in the Victorian Charter of Human Rights and Responsibilities, the rights in several of the sections are directly impacted by an individual's housing status:

(a) Section 13: The right to privacy and reputation – this right can only be upheld when a person has access to their own private space, in which they are free from interference and have full control over any social interactions;

(b) Section 20: The right to property – keeping personal possessions safe from interference or confiscation by other people is very difficult without a private space in which to keep property secure; and

(c) Section 21: The right to liberty and security of person – everyone has the right to be free and safe, but this cannot be enforced if a person does not have a home to give them control over a private space that is theirs for the long term.

Communications with CALD Communities Implications

30. The consultation for the Homelessness Strategy was promoted to Yarra's diverse communities through the Yarra Multicultural Advisory Group and the Community Grants List. Additionally, Yarra's CALD translation processes were followed in all communications materials.

31. Cultural Diversity amongst homelessness cohorts is recognised by the Strategy, reflective of engagement with service providers across a number of specialist services who particularly focus on the needs of people who are refugees, asylum seekers, or recent migrants. Homelessness is particularly high amongst asylum seekers and those with visa limitations that prevent work or access to government support. This has become particularly apparent during the COVID-19 pandemic.

Council Plan, Strategy and Policy Implications

32. The development of Yarra's first Homelessness Strategy builds on Strategy 1.7 in the Council Plan 2017–21:

(a) Promote an effective and compassionate approach to rough sleeping and advocate for affordable, appropriate housing.

33. The Homelessness Strategy aligns with the Social and Affordable Housing Strategy (2019) through *Strategic Direction 3: Work toward the ultimate goal of prevention by supporting an increase of social and affordable housing and appropriate support services.*

34. While there is a reiterated commitment in the Homelessness Strategy to work towards this goal of the Social and Affordable Housing Strategy, the Homelessness Strategy also directly addresses Council's response to rough sleeping, as well as articulating and supporting the services and programs that Council provides to homeless and 'at risk' people and families.

35. The Homelessness Strategy also embodies the values of Yarra's *Social Justice Charter*.

Legal Implications

36. This Strategy and Yarra's *How to Respond to Rough Sleeping in Yarra* protocol both support the right of individuals to occupy public space.

37. The Strategy recognises and articulates the need to balance Council's duty of care to people who are homeless with the obligation to maintain statutory obligations to public health and safety in the municipality.

Other Issues

38. The coronavirus (COVID-19) pandemic and associated restrictions have impacted considerably on people who are homeless. The situation has brought the urgent need for social and affordable housing into sharp focus, along with the impacts of economic vulnerability and the strong link between homelessness and health.

39. In response to concerns for vulnerable communities, and in particular those sleeping rough, the Victorian government has funded homelessness services to house homeless people in emergency accommodation over the past months, a program that has now been extended through to April 2021, with the declared intent to find long-term housing for the almost 2000 people who have been placed temporarily in hotels.

40. Given the rapidly evolving situation and high relevance, the Homelessness Strategy contains a specific section on the impact of Covid-19 on homelessness in Melbourne. The Covid-19 section offers an up-to-date (point-in-time) analysis and has been designed to account for the time in which the Strategy was written and adopted. It is noted that this section can be removed or included as an addendum if and when it is considered to be outdated.

41. The Strategy will be reviewed annually and updated as needed. At the point of any major changes to Council's policy positions or the broader policy environment, a new Strategy can be developed. When there is a change in policy or legislation at other levels of government that has a substantial material impact on the Strategy, it can also be revisited accordingly. Annual updates will be provided to Council on the policy environment and on Council's own actions and initiatives arising from this Strategy.

Options

42. There are no options presented as part of this report.

Conclusion

43. This Homelessness Strategy is an essential component in addressing homelessness in Yarra. It enables Council to articulate the issues, consolidate and build on the excellent work being done across the organisation.

44. The Strategy will support Council to continue being an inclusive and compassionate city and leading the way in responsive, relevant and practical outcome-focussed social policy.

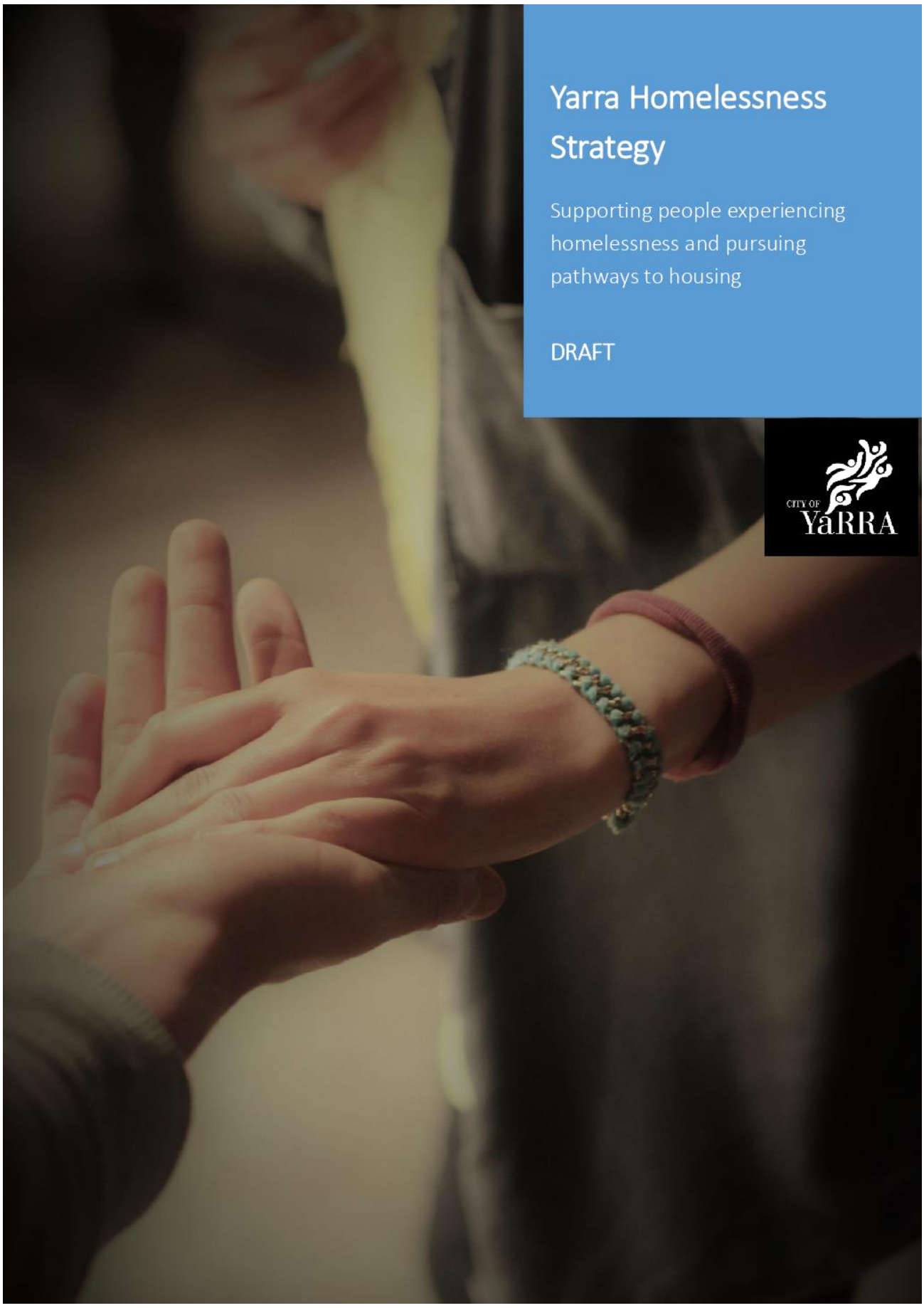
RECOMMENDATION

1. That Council:
   (a) notes this report, and
   (b) adopts Yarra's first Homelessness Strategy.

CONTACT OFFICER: **Sarah Ernst**
TITLE: **Policy Advisor**
TEL: **9205 5043**

Attachments
1⇩ Homelessness Strategy - for Endorsement - August 2020

Attachment 1 - Homelessness Strategy - for Endorsement - August 2020



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 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 past, present and future.

DRAFT

Table of Contents

Acknowledgment of Country 2
Mayor's foreword 4
Council's vision and commitment 5
Impacts of the coronavirus (COVID-19) 6
Introduction 13
Research 17
Policy Context 37
Strategic Directions 44
Glossary 50
References 53

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Mayor's foreword

To be written upon endorsement

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Council's vision and commitment

> *All levels of government should design and implement policies, laws and strategies to prevent and remedy homelessness. Failure to do so reflects that homelessness has neither been recognised nor addressed as a violation of human rights. What is lacking at all levels is a shared commitment to ensuring enjoyment of the right to adequate housing — and related rights such as life and health.*
>
> – Report of the Special Rapporteur on adequate housing as a component of the right to an adequate standard of living, and on the right to non-discrimination in this context, United Nations General Assembly, 30 December 2015[1]

Yarra City Council is strongly committed to improving outcomes for people who are homeless or at risk of homelessness in our municipality and working to prevent homelessness in all its forms.

We recognise that access to an affordable, accessible, long-term home, where you can safely be yourself, is not only a basic requirement for all people, but an essential human right.[2] It is also integral to an inclusive, dynamic and sustainable city. Homelessness affects the entire community, and it requires a compassionate, whole-of-community response.

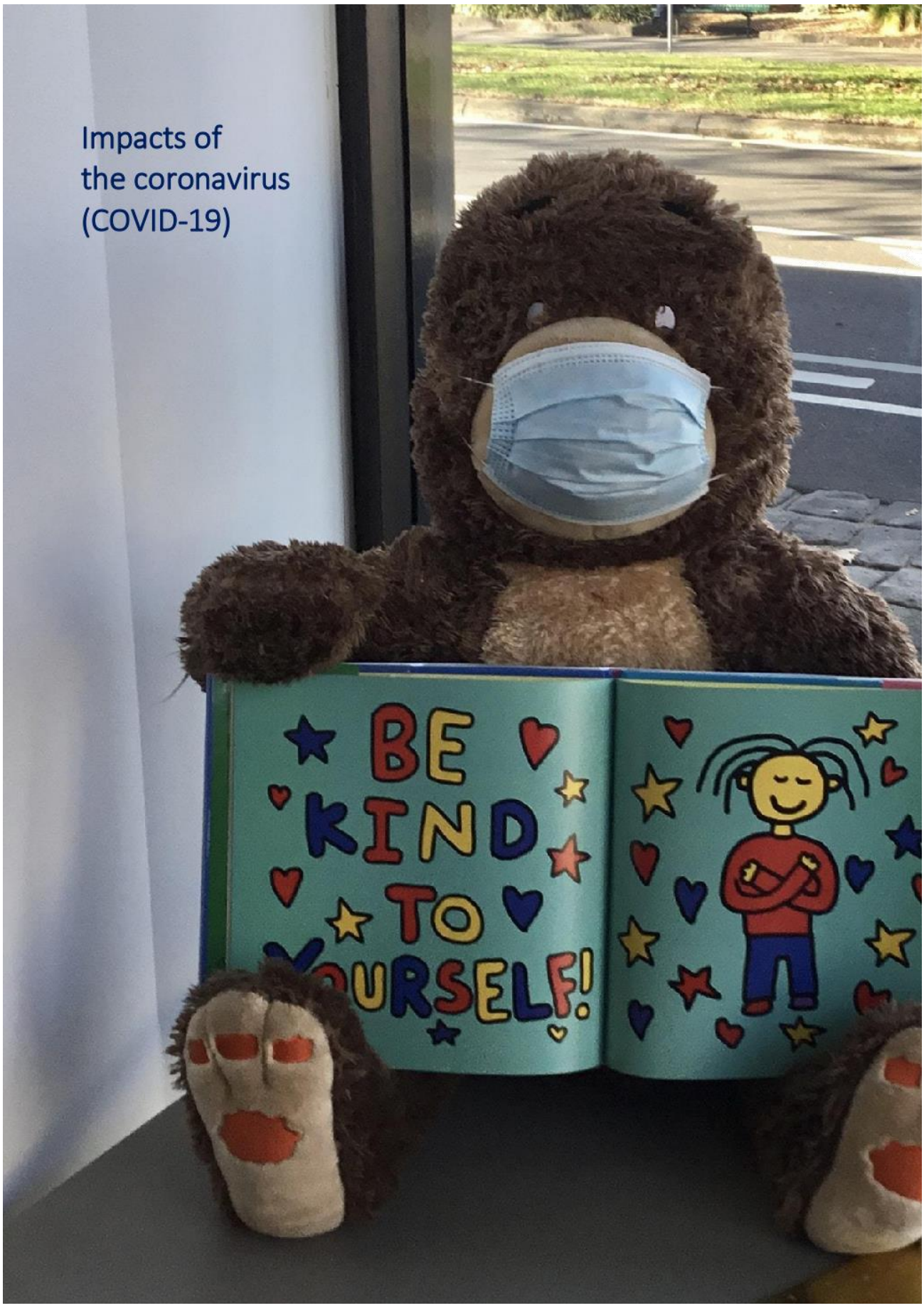
This strategy enables Council to improve the way we respond to and address the complexities of homelessness. Through this strategy, we aim to find practical ways to ensure that our city is a kind and welcoming place. By understanding the drivers and impacts of homelessness, and working together to address them, we can create real change.

Council believes that it is important to keep people at the centre of programs and policies and uphold a human-rights-based approach that puts wellbeing first. In recent years we have seen an increasing number of people homeless in our municipality and we need to take action to support our vulnerable communities.

This is why we have created our first Homelessness Strategy. It lays the foundation for us to work towards preventing homelessness in our city, and provides direction for addressing the impacts of homelessness through crisis response and early intervention. We will advocate to, and work across, all levels of government, foster partnerships with peers and service providers, and educate and support our community to realise the best outcomes.

[1] The Foundation Abbé Pierre and FEANTSA, *Third Overview of Housing Exclusion in Europe 2018*, translated by Elizabeth Hayes and Tara Horan, March 2018, p. 17, https://www.feantsa.org/download/full-report-en1029873431323901915.pdf
[2] Chris Sidoti, *'Housing as a Human Right': Address, National Conference on Homelessness, Council to Homeless Persons, 4 September 1996*, (Sydney: Human Rights and Equal Opportunity Commission, 1996), https://humanrights.gov.au/sites/default/files/content/pdf/human_rights/housing.pdf.

Attachment 1 - Homelessness Strategy - for Endorsement - August 2020



Overview

The coronavirus (COVID-19) pandemic has fundamentally changed our socio-economic landscape, creating uncertainty and vulnerability, and highlighting the essential link between homelessness and health. The events that have unfolded as a result of the pandemic have reset the context in which we live and operate and this strategy must be understood in these terms.

With mandatory isolation restrictions brought in by the Federal and State Governments, we have all been advised to remain at home. For those without homes this is impossible. People experiencing homelessness have been made particularly vulnerable during this time through their higher risk of exposure to the virus, high incidence of existing chronic health issues, lack of control over their living environment, and the potential to receive an unaffordable fine for breaching state restrictions by not remaining 'at home'. This is especially true for those people who have been sleeping rough.

The impact of the pandemic across our community has been profound, with many people in our municipality becoming vulnerable to homelessness due to unemployment, relationship breakdown, mental and physical health issues, and intensified family pressures and violence brought about by the enforced stay-at-home requirements.[3] Some whose financial circumstances skirt around and below the poverty line have been provided with temporary relief through the Federal Government's Coronavirus Supplement[4] and Economic Support[5] payments and the State Government's six-month ban on rental evictions,[6] but this assistance is finite and in many cases it will only have helped them catch up with essential items like food, medicine and utilities, which they could not afford on the existing rate of welfare benefits. However, the incredible circumstances brought on by the pandemic also present a valuable opportunity to enact positive systemic change and redress fundamental inequities in our society, particularly with regard to housing and homelessness.[7]

Homelessness response

In response to COVID-19, the State Government of Victoria swiftly enacted legislative changes to the *Residential Tenancies Act 1997* that included a ban on rental increases and the prevention of any evictions from private rentals during the declared State of Emergency in order to avoid people becoming homeless due to loss or reduction of income.[8] Additional funding was also allocated to homelessness service providers to support those at risk of homelessness to stay housed, and to place

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[3] 'Family violence crisis response and support during coronavirus,' Victorian Department of Health and Human Services (DHHS); updated 30 June 2020, https://www.dhhs.vic.gov.au/family-violence-crisis-response-and-support-during-coronavirus

[4] 'Coronavirus Supplement,' Services Australia, Australian Government, updated 16 July 2020. https://www.servicesaustralia.gov.au/individuals/services/centrelink/coronavirus-supplement

[5] 'Economic Support Payment,' Services Australia, Australian Government, updated 16 July 2020. https://www.servicesaustralia.gov.au/individuals/services/centrelink/economic-support-payment

[6] 'Rules for restricted areas – metropolitan Melbourne and Mitchell Shire: Coronavirus (COVID-19) and your rights', Consumer Affairs Victoria, updated 17 July 2020 https://www.consumer.vic.gov.au/resources-and-tools/advice-in-a-disaster/coronavirus-covid19-and-your-rights (accessed 2 July 2020)

[7] Luke Michael, '"We can't go back to the way things were": COVID-19 shifts homelessness response,' Probono Australia, 8 April 2020, https://probonoaustralia.com.au/news/2020/04/we-cant-go-back-to-the-way-things-were-covid-19-shifts-homelessness-response/.

[8] 'Coronavirus (COVID-19) guide for renters,' Tenants Victoria, February 2020, updated July 2020 https://www.tenantsvic.org.au/advice/coronavirus-covid-19/

people without a home into emergency accommodation in hotels and motels.[9] In July 2020, following a period of uncertainty and funding extensions, the Victoria's Premier and Minister for Housing announced a $150 million dollar package, 'From Homeless to Home', to ensure long-term housing and support for those in emergency accommodation. The package includes a range of measures to extend emergency hotel accommodation placements through to April 2021, and support to transfer those in this accommodation into long-term housing options, with tailored care packages, reflecting a wraparound service approach (see 'Best Practice' below).[10]

This announcement from the Victorian Government is a welcome development and a source of great relief for many service providers, as well as those who are homeless. Council to Homeless Persons notes that at 17 July 2020 there were almost 2000 people from inner-city Melbourne residing in emergency accommodation, including more than 220 children, 500 women and 1100 single person households.[11] Launch Housing notes that almost three quarters of these people who have been placed in temporary accommodation as a result of COVID-19 were sleeping rough prior to the pandemic.[12] While services are working with people to find appropriate permanent housing, the chronic shortage of social and affordable housing in Victoria makes this extremely difficult. COVID-19-specific accommodation has been prepared through a partnership between St Vincent's Hospital, Brotherhood of St Laurence and Launch Housing to provide a place for people who are homeless to quarantine and recover, which has been repurposed to also accommodate some of those who must move out of the hotels, but more long-term social and affordable housing is badly needed.

Housing shortfall

The pandemic has brought Victoria's housing crisis into sharp focus, making clear the dire need for safe, affordable and appropriate social housing solutions.[13] Homelessness and housing advocates have keenly noted that this increased capacity to move people who are homeless and those who are rough sleeping off the streets and into emergency accommodation demonstrates that it is possible to house everyone.[14] What began as an emergency response (in part made possible because of the drop in tourists), has now become the first step in a holistic plan to provide long-term housing, demonstrating the scope of the opportunity we have at present to address homelessness.

While advocacy by peak housing and homelessness bodies continues for investment in construction of social and affordable housing as a means of economic recovery,[15] the Federal Government is

[9] Victorian Premier and Cabinet, 'More Homelessness And Public Housing Support In COVID-19 Fight', 18 March 2020, https://www.premier.vic.gov.au/more-homelessness-and-public-housing-support-in-covid-19-fight/.
[10] Victorian Premier and Cabinet, 'Homes For Homeless Victorians During Pandemic And Beyond', 28 July 2020, https://www.premier.vic.gov.au/homes-for-homeless-victorians-during-pandemic-and-beyond/
[11] 'Limited housing options and support a risk for almost 2,000 people without homes in hotels across Melbourne', Council to Homeless Persons, 17 July 2020, https://chp.org.au/media-releases/limited-housing-options-and-support-a-risk-for-almost-2000-people-without-homes-in-hotels-across-melbourne/
[12] 'COVID-19: Help for Melbourne's Homeless', Launch Housing, https://www.launchhousing.org.au/covid-19-first-responders-help-melbournes-homeless
[13] Hal Pawson and Peter Mares, 'Coronavirus lays bare 5 big housing system flaws to be fixed,' *The Conversation*, 12 May 2020, https://theconversation.com/coronavirus-lays-bare-5-big-housing-system-flaws-to-be-fixed-137162.
[14] Michael, 'We can't go back to the way things were'.
[15] SGS Economics, *Economic Impacts of Social Housing Investment: Final Report*, Community Housing Industry Association, June 2020, https://www.communityhousing.com.au/wp-content/uploads/2020/06/20200197-SHARP-Final-ReportSGS.pdf?x25820.

promoting its HomeBuilder[16] scheme, which offers $25,000 for individual home renovations of $150,000+ in the private market.[17] The Treasury Department notes that this is expected to cost $680 million and applicants must have a minimum income of $120,000 for individuals or $200,000 for couples to be eligible.[18] According to the National Housing Finance and Investment Corporation's research, residential building construction has the second highest economic multiplier of the 114 industries that together create the Australian economy.[19] While this goes some way towards explaining the adoption of this stimulus scheme, critics maintain that this is a missed opportunity that 'does not address homelessness, precarious rental or any of the other pressing problems that are caused by our current housing mix.'[20]

The Victorian Government has committed to a $500 million economic stimulus package to create employment through building and renewing public and social housing in Victoria.[21] This funding is anticipated to provide 168 new homes, and upgrade 23,000 dwellings,[22] constituting a substantial and much-needed investment. However, the housing crisis requires much more than this. According to the Australian Housing and Urban Research Institute (AHURI), the deficit of affordable housing in Australia is currently between 200,000 and 550,000, with Victoria requiring an estimated 127,500 dwellings to be built in the 10 years from 2016 to make up the shortfall by 2026.[23]

Economic impact

It is anticipated that the social and economic impacts of COVID-19 will continue for some time, with an increasing risk of homelessness to vulnerable households and individuals when eligibility for the Federal Government's Coronavirus Supplement and JobKeeper payment is narrowed and eventually ends in 2021.[24] While the JobKeeper program has been extended, at the time of writing there was no alternative economic relief plan or ongoing increase to JobSeeker welfare payments for those hardest hit by the economic impact of the pandemic. This is despite the fact that prior to COVID-19 it was already clear that unemployment payments were untenable and did not meet basic living expenses.[25] Council supports the continuing campaign for a permanent rise in JobSeeker payments.

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[16] 'Economic Response to the Coronavirus: HomeBuilder', Australian Government Treasury, 18 June 2020, https://treasury.gov.au/coronavirus/homebuilder.
[17] 'Economic Response to the Coronavirus: HomeBuilder'.
[18] 'Fact Sheet: Economic Response to the Coronavirus – HomeBuilder,' Australian Government Treasury, updated 23 July 2020, https://treasury.gov.au/sites/default/files/2020-06/Fact_sheet_HomeBuilder_0.pdf.
[19] The National Housing Finance and Investment Corporation, *Building Jobs: How Residential Construction Drives the Economy*, National Housing Finance and Investment Corporation, 19 June 2020, p.2.
[20] Geoff Hanmer, 'HomeBuilder might be the most-complex least-equitable construction jobs program ever devised,' *The Conversation*, 5 June 2020, https://theconversation.com/homebuilder-might-be-the-most-complex-least-equitable-construction-jobs-program-ever-devised-140162.
[21] 'Almost $500 million social housing boost to strengthen our economy and provide stability for Victorians,' Victorian Department of Health and Human Services (DHHS), 18 May 2020, https://www.dhhs.vic.gov.au/news/social-housing-boost-to-strengthen-our-economy.
[22] Victorian Premier and Cabinet, 'Building Works: More Jobs For Victorians,' 18 May, 2020, 2020) https://www.premier.vic.gov.au/building-works-more-jobs-for-victorians/.
[23] Julie Lawson et al., *Social housing as infrastructure: an investment pathway,* AHURI Final Report 306 (Melbourne: Australian Housing and Urban Research Institute Limited,15 November 2018), p.63, https://doi.org/10.18408/ahuri-5314301.
[24] 'Economic Response to the Coronavirus: JobKeeper Extension,' Treasury Department, Australian Government, updated 21 July 2020, https://treasury.gov.au/coronavirus/jobkeeper/extension.
[25] Australian Council of Social Services (ACOSS), 'Raise the rate of Newstart and Other Allowances' Briefing Note, updated January 2020. https://www.acoss.org.au/wp-content/uploads/2020/01/200229-Newstart-Increase-Briefing-Note.pdf.

While some homelessness services have had to scale back access to resources due to COVID-19, in Yarra our Homelessness Engagement Advisors continue to visit rough sleeping sites across the municipality and coordinate outreach and food security efforts. Launch Housing continued to run their assertive outreach program to connect people sleeping rough in the municipality with key services and crisis accommodation, and distribute important personal protective equipment, such as masks, gloves and hand sanitiser. By the end of June 2020, Launch Housing had placed 58 people who were sleeping rough in Yarra into temporary accommodation,[26] Council officers continued to work closely with Launch Housing during this time to make referrals for assertive outreach.

Increased vulnerability

Yarra's population comprises a high percentage of key workers in the industries hardest hit by COVID-19 economic impacts. Thirty-two percent of Yarra's working population are employed in either the industries directly affected by COVID-19[27], or in secondarily affected industries[28]. This is a total of 16,329 people living in our municipality who are likely to have lost their jobs, been stood down, or have an impacted business – a significant increase in financial hardship, which will inevitably increase housing stress throughout the municipality. There are further implications looming with the end of JobKeeper payments and the JobSeeker supplement scheduled by the federal government in September 2020.

There are approximately 6.6 million people across Australia currently in receipt of JobKeeper payments, most of whom may need to move to JobSeeker unemployment payments.[29] Research drawing from the latest Household, Income and Labour Dynamics in Australia (HILDA) Survey shows that the people most likely to be employed by the industries most directly affected by the economic impact of COVID-19 are also those who are most likely to already be economically disadvantaged.[30] Researchers estimate that ultimately only one million jobs of the current 6.6 million being supported by JobKeeper will remain when the payment ends.[31] While the Federal Government estimates unemployment could rise by five percentage points,[32] The Grattan Institute estimates that as many as 14 to 26 percent of workers could be unemployed as a result of COVID-19 economic impacts.[33] Both scenarios are alarming and either would result in many people becoming homeless or being placed at risk of homelessness. Bold and practical policy measures are required to navigate and minimise these impacts.

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[26] Launch Housing, unpublished email message and verbal updates to Yarra City Council, June 2020.
[27] Hospitality, tourism, creative arts and entertainment as identified in research by the Melbourne Institute: Roger Wilkins, 'Who's hit hardest by the COVID-19 economic shutdown,' Pursuit, 26 May 2020, https://pursuit.unimelb.edu.au/articles/who-s-hit-hardest-by-the-covid-19-economic-shutdown.
[28] Including: store-based retail, tertiary education, and accommodation. Wilkins, 'Who's hit hardest by the COVID-19 economic shutdown'.
[29] Roger Wilkins and Jeff Borland, 'That estimate of 6.6. million Australians on JobKeeper, it tells us how it can be improved', *The Conversation*, 29 April, 2020, https://theconversation.com/that-estimate-of-6-6-million-australians-on-jobkeeper-it-tells-us-how-it-can-be-improved-137237.
[30] Wilkins, 'Who's hit hardest by the COVID-19 economic shutdown'.
[31] Wilkins and Borland, 'That estimate of 6.6. million Australians on JobKeeper'.
[32] Wilkins and Borland, 'That estimate of 6.6. million Australians on JobKeeper'.
[33] Brendan Coates et al., *Shutdown: Estimating the COVID-19 Employment Shock*, (Working paper, Grattan Institute, April 2020), p.19.

Response

Yarra Council responded quickly to Victoria's declared State of Emergency to mitigate the impact on our community and businesses, with a $7.46 million package of immediate financial assistance and medium-term support announced on 6 April 2020. The package was considered and wide reaching, involving the redeployment of staff to work with local community service providers to deliver tangible, on-the-ground support for our community where it is most needed. In particular, Council has been mindful of the urgent need to support our most vulnerable community members. In particular, officers are working closely with other service providers to deliver targeted food security programs (see below) and to ensure that critical needs are being addressed and health and welfare checks are being carried out.

The overall support package provides:

- Financial relief for businesses and households experiencing financial hardship,
- Food for those who need it,
- Funding to address the impacts of family violence.
- Financial support for artists, many of whom do not qualify for payments from the Federal Government
- Financial support for Yarra's creative industry
- Programs to ensure that physical isolation does not mean social isolation

Emergency Food Relief

Many people who lost their income as a result of the COVID-19 economic shutdown did not qualify for Centrelink payments and had no means to afford basics like food. In response to this, Council commenced an Emergency Food Relief Program in April 2020 to provide food to individuals and families. Yarra Libraries and Council's Social Strategy and Community Development Branch coordinated the response with the support of Yarra's Aboriginal Partnerships and Aged and Disability Services teams. The program is run in partnership with a number of other organisations, including St Mary's House of Welcome, Lentil As Anything, Open Table and Cultivating Community, and it is based at Bargoonga Nganjin North Fitzroy Library. Through this effort, more than 300 people each week receive food support. Council's Aged and Disability Services have also been running an extended meal delivery service that will continue during the recovery period, and Council Officers are working to establish an ongoing food network.

Under the Commonwealth Home Support Program, Council was also able to provide additional funding to six local food relief agencies to support older people access food.

Grants

Yarra's COVID-19 package included quick response grants to provide monetary support for people and businesses who did not qualify for other government assistance, and to help bolster Yarra's local economy. Financial support was made available for small businesses, and for community service providers to address food insecurity and domestic violence. Hardship consideration was also extended to rate payers and for small business permit costs, while organisations in council-owned premises have had their rent waived for the next six months. Council provided specific support for the arts, which is one of Yarra's key local industries.

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Recovery

While there are still many unknowns as we edge hopefully towards the recovery phase, it is clear that the COVID-19 pandemic has highlighted systemic flaws in our housing and homelessness structures. It is also clear that we have an unprecedented opportunity to change the way these systems function. To do so, however, we need to face some critical questions – and find solutions. We need to know in the longer term that those who need accommodation will be housed and supported, and that people without a home receiving care in our health system will not be discharged into homelessness.

The additional investment by State Government to transfer people from emergency accommodation into permanent homes and make more public and community housing available is crucial, but the challenge is now to address the housing shortfall fully for the future. This pandemic has shown us that it is possible to provide shelter to everyone, now we need to translate that into sufficient and appropriate long-term housing options for all.

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Attachment 1 - Homelessness Strategy - for Endorsement - August 2020



Homelessness in Yarra

Having a home is essential not only to surviving, but because it enables people to engage in life and society with dignity and to maintain their health and wellbeing. It is a fundamental human right upon which many others rest.[34] Across the City of Yarra (Council), we work with people experiencing various forms and stages of homelessness, including people sleeping rough, families and young people in overcrowded or inappropriate housing, people living in our local rooming houses and women and children escaping family violence. We collaborate with community service providers and neighbouring councils and strive to educate our community about the key issues.

Homelessness has increased markedly in Victoria in the last decade, with the Australian Bureau of Statistics (ABS) noting in the 2016 Census that there was a 43 percent increase in the number of Victorians experiencing homelessness between 2006 and 2016. Homelessness is often higher in the inner city, and Yarra has the fourth highest rate of homelessness of all municipalities in Victoria, more than double that of the state average.[35] At the last Census, it was estimated that there were 838 homeless people in Yarra, including 64 people experiencing primary homelessness (i.e. living in tents, improvised dwellings, or sleeping out), and 170 people who were marginally housed (i.e. in minimum standard accommodation, such as caravans or overcrowded dwellings).[36]

In 2018–2019, 1,228 people accessed specialist homelessness services in Yarra, of whom 621 were female and 607 male.[37] Most homeless or marginally housed people in Yarra are relatively young and about 160 children have been recorded in recent Census estimates and specialist homelessness services client data for Yarra. Additionally, over the past year the number of referrals that Yarra has received to assist people who are sleeping rough on our streets and in our parks has doubled, increasing from 66 in 2018 to 122 in 2019.

It is important to note that, although the data gives us some indication of the extent of the problem, it is likely that the real numbers are far greater. The numbers can also hide the diversity of experiences and complexity of people's circumstances.

Defining Homelessness

Homelessness takes a range of forms. Some people may have become suddenly homeless and require crisis accommodation, while others may be sleeping rough in public places over a long period of time or 'couch surfing' between friends, family and acquaintances. While the stereotype of the homeless person is often a person sleeping rough on the streets, people sleeping out like this account for only seven percent of Australia's homeless population overall.[38] The largest homeless group in Yarra is in fact persons living in boarding houses, followed by persons living in over-crowded dwellings or supported accommodation.[39]

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[34] Sidoti, *'Housing as a Human Right'* p.1.
[35] '2049.0 - Census of Population and Housing: Estimating homelessness, 2016,' Australian Bureau of Statistics, updated 14 March, 2018, https://www.abs.gov.au/ausstats/abs@.nsf/mf/2049.0.
[36] 'Estimating Homelessness, 2016'.
[37] Australian Institute of Health and Welfare (AIHW), *Specialist Homelessness Services Annual Report 2018–19*, December 2019, https://www.aihw.gov.au/reports/homelessness-services/shs-annual-report-18-19/contents/summary
[38] Jeremy Thorpe and Guillaume Babille, 'Rethinking the Costs of Homelessness: Homelessness Week 2019: 'Housing Ends Homelessness,' *PricewaterhouseCoopers*, 2019, p. 2.
[39] 'Estimating Homelessness, 2016'.

As a lived experience, homelessness is shaped by multiple social factors (such as alcohol or drug dependency, mental health concerns, intergenerational trauma, family violence), as well as structural and economic factors (such as poverty, disconnection from the labour market, a lack of housing for low income households). When people are homeless, they often become distanced from family, friends and the community and lose social connection and control over their environment.

Council's role

Ensuring we have a coordinated and holistic approach is key to effectively addressing the complexities and diversity of homelessness and enables Council to focus on the needs of the individuals who experience it. This strategy provides a way to unify Council's efforts across the organisation and to consider further initiatives to prevent and respond to homelessness in our community.

By responding to the issue of homelessness at the point of crisis and advocating and working towards early intervention, and ultimately prevention, we are committed to improving outcomes for people who are homeless in our city. We seek to ensure that Yarra is a welcoming place for everyone, where the response to our most vulnerable citizens is one of compassion and with respect for human rights.

Yarra's strong commitment to social justice is supported by our community,[40] with recent research into visible homelessness in the municipality showing that our community is both understanding and sympathetic to the complex circumstances that can result in homelessness.[41] Where concerns arise and intolerance may take hold is when primary homelessness is compounded by and conflated with other issues that may be present at a rough sleeping site, such as alcohol and drug use and complex behaviours, such as violence or shouting, or toileting in public spaces.[42] It is these situations that are most complicated, and Council must address circumstances thoughtfully, respectfully and with consideration of the need to balance human rights with health and safety for the entire community.

Municipal councils are the tier of government closest to the people and so there is an important role for local government to play in addressing homelessness through education, advocacy and coordinating effective strategies in partnership with service providers to address homelessness at each point of the spectrum: crisis, early intervention and prevention. Through programs and services, Council works to address homelessness at each of these critical points. Our Community Wellbeing programs provide material aid, such as food, and help people in our community connect with essential support services to address their individual health and housing needs. We also contribute funds towards referrals to local homelessness services so that they can reach out to people who are sleeping rough. When needed, we address safety and hygiene issues in our public spaces. Council policies and local laws govern many of our public spaces and buildings, such as parks, sporting grounds, footpaths and libraries, all of which are places commonly occupied by a diverse range of community members, including by those who are experiencing primary homelessness (sleeping rough).

[40] Metropolis Research, *Yarra City Council Annual Customer Satisfaction Survey 2020*, Metropolis Research, 2020, p. 29.
[41] Alison Young and James Petty, *Visible Homelessness: A Study in the Melbourne CBD and the City of Yarra*, report prepared for Justice Connect (Parkville: University of Melbourne, 2017), p. 3.
[42] Young and Petty, *Visible Homelessness*, p. 4.

Review and reporting

The Strategy will be reviewed annually and updated as needed and at the point of major change to Council's policy positions or the broader policy environment, a new Strategy will be developed. Annual updates will be provided to Council on the policy environment and on Council's own actions and initiatives arising from this Strategy. When there is a change in policy or legislation at other levels of government that has a substantial material impact on the Strategy, it will be revisited accordingly.

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Attachment 1 - Homelessness Strategy - for Endorsement - August 2020



Recognising causes and understanding vulnerability to homelessness

People who are homeless are not a distinct and separate population. The line between being homeless and not being homeless can be fluid and the pathways into and out of homelessness are neither linear nor uniform. Individuals and families who end up homeless may not share much in common with each other, aside from the fact that they are extremely vulnerable, and lack adequate housing and income and the necessary supports to ensure they stay housed. Homelessness is not just about a lack of housing, but also about severe marginalisation, disadvantage, and discrimination.

A combination of structural conditions and individual risk factors

The causes of homelessness reflect a complex interplay between *structural factors, systemic failures* and *individual circumstances*.[43] In current literature, homelessness is generally understood to be caused by a combination of adverse structural conditions (such as unfavourable housing and labour markets) and individual risk factors (such as alcohol and substance use, physical and mental health problems and experiences of domestic violence).

At an individual level, homelessness can be both the result of complex issues and the cause of them. Experiences of homelessness are also likely to add to any pre-existing issues.

A 2016 AHURI research report statistically examined entries and exits from homelessness and found that at an individual level, men are more likely than women to enter homelessness, those with low levels of schooling are more likely to become homeless, as are those who engage in risky behaviours (such as regular drug use), and previous experience of homelessness increases an individual's risk for further periods of homelessness. At a structural level the research finds that a rise in median market rents increases the risk of entry into homelessness, as does a rise in unemployment rates, something that has leapt up as a result of the economic impacts of the COVID-19 pandemic[44]. However housing and labour market inequities and changes tend to impact those with complex and high needs less.

Being at risk

Many Australians experience events at some point in their lives that may place them at greater risk of homelessness. It is estimated that more than half (57 percent) of lower income rental households in the private market experience rental stress (paying more than 30 percent of their gross income on housing costs),[45] and around 1 in 6 women (1.6 million) have experienced some form of partner violence since the age of 15, putting them at risk of homelessness.[46]

For someone under housing stress, losing their job due to illness or retrenchment could create a critical situation in which they become homeless. Someone experiencing domestic violence may have no safety net or resources, or will sacrifice what they do have in order to escape a dire situation.

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[43] 'Causes of Homelessness, 'Homeless Hub, 2017, https://www.homelesshub.ca/about-homelessness/homelessness-101/causes-homelessness.
[44] Coates, *Shutdown:* p.19
[45] '4130.0 - Housing Occupancy and Costs, 2017–18,' Australian Bureau of Statistics, updated 17 July 2019, https://www.abs.gov.au/ausstats/abs@.nsf/mf/4130.0
[46] '4906.0 - Personal safety,' Australian Bureau of Statistics, updated 8 November 2017, https://www.abs.gov.au/ausstats/abs@.nsf/mf/4906.0

These situations begin to reveal how some people are particularly at risk of homelessness due to circumstances beyond their control. The restrictions and economic impact resulting from the COVID-19 pandemic will have added an additional layer of hardship to the circumstances of many people who are already vulnerable for other reasons.

Vulnerable groups

Although homelessness can affect a diverse group of people, some groups are over-represented in homelessness statistics or particularly vulnerable due to lack of government supports, structural inequalities, inadequate institutional transitions and/or personal risk factors.

A number of groups have been identified as national priority cohorts in the National Housing and Homelessness Agreement (NHHA):[47]

- women and children affected by family and domestic violence,
- children and young people,
- Indigenous Australians,
- people experiencing repeat homelessness,
- people exiting institutions and care into homelessness, and
- older people.[48]

While the Victorian NHHA does not specifically include people with disability as a priority cohort, Council recognises that many people who are homeless or at risk may also have a disability, and that this is can be an important contributing factor to their vulnerability and circumstances.

It is important to understand who our homeless populations are, and what risk factors are associated with experiences of homelessness, in order to tailor responses and supports, as well as working on prevention. Many people who are experiencing homelessness fit into a number of these identified categories, compounding their vulnerability.

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[47] 'National Housing and Homelessness Agreement,' Department of Social Services, updated 12 December 2019, https://www.dss.gov.au/housing-support-programs-services-homelessness/national-housing-and-homelessness-agreement.
[48] *National Housing and Homelessness Agreement*, Agreement between the Commonwealth of Australia and the States and Territories of New South Wales, Victoria, Queensland, Western Australia, South Australia, Tasmania, the Australian Capital Territory and the Northern Territory, 1 July 2018, Schedule B, item B2, p. 17. http://www. federalfinancialrelations.gov.au/content/npa/other/other/NHHA_Final.pdf

Aboriginal and Torres Strait Islander people

The over-representation of Aboriginal and Torres Strait Islander people in homelessness data is particularly stark and a matter that needs to be addressed urgently by all levels of government. Eighteen percent (almost 11,000) of Aboriginal people in Victoria, were in contact with homelessness services in 2017–18, as compared to 1.8 percent of Victorians.[49] Additionally, 10.4 percent of homelessness clients in Victoria are Aboriginal yet they only make up 0.9 percent of the population.[50]

> Housing outcomes for Aboriginal people are a significant part of the enduring legacy of an extensive colonisation process characterised by waves of dispossession. Aboriginal people have been homeless in their own nation for over 200 years. In no other portfolio is the moral imperative to restore rights more compelling for Victoria's First Australians than in housing.[51]

The *Victorian Aboriginal Housing and Homelessness Framework*, released by Aboriginal Housing Victoria in 2020, articulates and evidences the current crisis in Aboriginal homelessness and calls for equitable housing outcomes through 'The development of a highly capable, culturally fit Aboriginal housing and homelessness sector' that shifts the norm of Aboriginal housing from one of marginal housing and homelessness to home ownership.[52]

'Abby'

Abby is an Aboriginal male aged 50 years old with strong family connections in Fitzroy. He first connected to his family when attending a funeral in Darebin. Through word of mouth he found out that Fitzroy was the place where Koori community could meet up and gather in a culturally safe place.

Before Abby became homeless, he was living in Richmond. In 1984 he was diagnosed with HIV and feels that he 'was one of the lucky ones', because although he watched most of his peers and friends succumb to AIDS, he managed to keep living.

Abby had to move to country Victoria. He settled there for a while, and had many animals and a large vegetable garden. Eventually though, Abby's health started to fail and he was hospitalised more of the time, so staying in the bush become impossible. He had to move closer to the services he badly needed.

On returning to Melbourne, Abby lived out of his car and couch surfed. It was hard. He registered for housing with the Department of Human Services and Aids Housing Action Group (AHAG), but there was a long waiting list for both agencies.

Abby tried staying in a boarding house but some of his personal items were stolen and he was assaulted because of his sexuality. He decided he would rather stay on the street.

A property become available and Abby moved into a high rise tower on an inner-city public housing estate, which was near essential support services. He later named this place 'the tower of doom'.

Finally, after more than ten years, Abby has moved into a permanent home where he can have pets and a garden.

[49] Productivity Commission, *Report on Government Services 2019: Part G, Section 19: Homelessness Services*, Productivity Commission, 27 June 2019, Table 19A.4, https://www.pc.gov.au/research/ongoing/report-on-government-services.
[50] Productivity Commission, *Report on Government Services 2019.*
[51] Aboriginal Housing Victoria, *The Victorian Aboriginal Housing and Homelessness Framework*, North Fitzroy: Aboriginal Housing Victoria, 2020, p.21.
[52] *The Victorian Aboriginal Housing and Homelessness Framework*

Family and Domestic Violence

Family and domestic violence is a critical issue and the number one cause for seeking homelessness assistance in Victoria, alongside financial difficulties (44 percent of people seeking assistance).[53] Across Australia, people seeking homelessness assistance due to family and domestic violence were more likely to be women (90 percent of all adult clients who experienced family and domestic violence) and half of all clients aged under 18 years had experienced family and domestic violence.[54]

> While domestic and family violence is not limited to one group, culture, gender, or sexuality, overwhelmingly it is violence perpetrated by men against women and it is women and children who are at greatest risk of homelessness as a consequence.[55]

Importantly, experiencing family violence as a child leads to greater likelihood of adult experiences of both violence and homelessness[56] so prevention and provision of safe housing for families is key to further intergenerational inequity and damage. Mission Australia have called for an expansion of safe at home programs and rapid rehousing options to support people out of domestic and family violence whilst avoiding homelessness, but ultimately point to the prevention of violence in the first instance as a key to reducing homelessness in Australia.[57]

'Leila'

Leila is 17 years old and homeless. She was forced from her home after an experience of family violence, and her relationship with her mother has broken down, leaving her without access to clothing, personal items, and crucially, identification documents.

Leila began couch-surfing at friends' houses as a result of her situation, and her school soon had concerns for both her housing situation and poor school attendance. Through the school, Leila was connected to Yarra's Youth Services for support.

She was assisted into emergency accommodation at Front Yard and later accepted into a youth refuge. During this period she also attended court in relation to family violence. Her mental and physical health was notably affected during this time.

Leila has had issues accessing Centrelink supports due to a lack of identification and also struggles to engage with support services and attend appointments, leading to a missed opportunity for longer-term housing and a return to couch-surfing. In recent months she has experienced peer related violence, had items stolen, and been fined for breaching COVID-19 restrictions. After being forced to leave her friends' homes, she returned to Front Yard and was accepted into another refuge where she is now living.

[53] 'Specialist homelessness services 2018-19: Victoria', Australian Institute of Health and Welfare, December 2019, https://www.aihw.gov.au/getmedia/29e84edc-c552-4f5d-b11a-1c14011ddca8/VIC_factsheet-20-05-2020.pdf.aspx
[54] AIHW, *Specialist Homelessness Services Annual Report 2018-19*.
[55] K. DiNicola, D. Liyanarachchi, and Plummer J, *Out of the Shadows, Domestic and Family Violence: a leading cause of homelessness in Australia,* Mission Australia, 2020.
[56] DiNicola, Liyanarachchi, and Plummer, *Out of the Shadows*.
[57] DiNicola, Liyanarachchi, and Plummer, *Out of the Shadows*.

Children and young people

Across Victoria, 12 percent of those accessing specialist homelessness services in 2018–19, were young people presenting alone (65 percent of whom were female). Another three percent were children with a care and protection order.[58] Known drivers of homelessness include family conflict and domestic violence, and poor youth incomes and welfare benefits leave young people with little safety net when leaving a family home due to conflict or danger. Young people leaving out-of-home care are also known to be particularly vulnerable to experiencing homelessness, as are young LGBTIQ people. Engagement in education, training and pathways to employment are seen as particularly important for young people who have experienced homelessness or who are at risk.[59]

'AJ'

AJ is 17 years old. He migrated to Australia as a refugee when he was 12.

A year and a half ago, AJ was expelled from high school and shortly after committed his first criminal offence. This led to significant family conflict and ultimately resulted in him leaving his family home and becoming homeless. AJ was initially supported into crisis accommodation through a youth housing service but was soon admitted into a psychiatric ward and diagnosed with psychosis. Due to his history of offending and his mental health issues, it has been challenging to find housing with the right supports for his needs. He remains on an involuntary treatment order and has been cycling in and out of various accommodation options and forms of homelessness, including periods of sleeping rough.

Thankfully AJ was recently provided longer-term housing at a youth refuge, where a team of service providers are working with him to secure long-term supported housing.



[58] 'Specialist homelessness services 2018–19 – Data tables', Australian Institute of Health and Welfare, updated 14 July 2020, https://www.aihw.gov.au/reports/homelessness-services/shs-annual-report-18-19/data

[59] David MacKenzie, et al., *Redesign of a homelessness service system for young people, AHURI Final Report 327*, (Melbourne: Australian Housing and Urban Research Institute Limited, 2020), http://dx.doi.org/10.18408/ahuri-5119101

Lesbian Gay Bisexual Trans Intersex Queer or Questioning (LGBTIQ+)

There is a lack of research on LGBTIQ+ people and homelessness, and much of the homelessness data that is collected does not record gender identity beyond binary terms. The research that does exist however suggests that they are a vulnerable group due to both the complexity of their experiences and difficulty accessing services.[60]

Lesbian, gay and bisexual people were at least twice as likely as heterosexuals to experience homelessness based on the 2014 ABS General Social Survey. While the survey did not record gender diversity or intersex status, the *LGBTQ Homelessness Research Project* found a large increase in trans and gender diverse clients in recent years, as reported by homelessness services.[61] The research project also found that the vulnerability of LGBTIQ+ people to homelessness was often directly related to experiences of structural inequalities (arising from homophobia, biphobia and/or transphobia, and heteronormativity) as well as personal trauma (including family conflict and childhood experiences of sexual assault). Further challenges with homelessness services and housing were often experienced due to ignorance of LGBTIQ+ identities and poor understanding of non-binary identities, which can lead to misgendering or placement at inappropriate, and potentially dangerous, sites.[62]

'Sam'

Sam identifies as being of non-binary gender and has a psychosocial disability that is made worse by their housing arrangements, which they find upsetting and which make them feel unsafe.

Because Sam presents as a woman, they have been living in supported women's accommodation, but Sam identifies more as a man. It's very upsetting for them to have to share space closely with cis-gendered women (who identify with the gender assigned to them at birth).

Sam doesn't feel able to be themselves in their home. In addition to impacting on Sam's human rights, this situation worsens the effects of Sam's disability, taking a significant toll on their mental health.

Support services are trying to find shared-gender accommodation for Sam that is affordable on a Disability Support Pension. While it looks like this may be possible, there is no guarantee that the shared accommodation will provide Sam with the safe space they need, as this is dependent on who else is living at the shared property.

[60] Mission Australia, *Review of Homelessness 2015*, Mission Australia, 2015, https://www.missionaustralia.com.au/publications/position-statements/mission-australia-s-review-of-homelessness-2015/469-mission-australia-s-review-of-homelessness-2015/file

[61] Ruth McNair et al., *LGBTQ Homelessness: Risk, Resilience and Access to Service in Victoria: Final Report Executive Summary*, The Gay and Lesbian Foundation of Australia, September 2017, http://www.lgbtihomeless.org.au/wp-content/uploads/2018/02/LGBTI-Homelessness-project-exec-summary-September-2017.pdf.

[62] The Gay and Lesbian Foundation of Australia, *LGBTQ Homelessness.*

People exiting prison

Release from prison is also known to be a high risk factor for homelessness. In 2018–19, almost 5,000 Victorian homelessness clients were identified as exiting from a custodial facility. The rate of clients exiting custodial arrangements per 10,000 increased significantly, from 5.8 percent in 2017–18 to 7.5 percent in 2018–19. [63] The vast majority of these clients were male (over 80 percent in Victoria in 2018–19).[64]

Notably, at a national level, seven in ten clients exiting custody were returning specialist homelessness services clients. Research referenced by the Australian Institute of Health and Welfare suggests that housing and employment are crucial for re-entry into the community and also reduces the likelihood of re-offending. The research notes that 'prison dischargees who experience homelessness [were] almost twice as likely to return to prison within nine months of release.'[65] Research by Justice Connect notes that 60 percent of their clients from Port Phillip Prison had been homeless at the time of their admission. Further to this, 58 percent of these clients identified as having experienced homelessness.[66] Justice Connect believes that support to maintain tenancies and address high levels of debt, which compound while someone is incarcerated, would be the most effective ways to reduce homelessness amongst people exiting prison, and have a flow on effect of reducing the rate of recidivism and overall per-person service cost.[67]

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[63] AIHW, *Specialist Homelessness Services Annual Report 2018–19*
[64] AIHW, *Specialist Homelessness Services Annual Report 2018–19*
[65] AIHW, *Specialist Homelessness Services Annual Report 2018–19*
[66] Lucy Adams and Samantha Sowerwine, *Debt and Tenancy Help for Prisoners: Twelve Month Project Report* (Melbourne: Justice Connect, January 2016), https://justiceconnect.org.au/wp-content/uploads/2018/08/Homeless-Law-Prison-Project-Twelve-Month-Report.pdf.
[67] Adams and Sowerwine, *Debt and Tenancy Help for Prisoners.*

Older people

More than 11,000 homelessness clients in Victoria are classified as older (55 years and above), constituting ten percent of clients in Victoria in 2018–19.[68] Use of homelessness services by older Australians is increasing across the country, with the number of clients up by 36 percent between 2014–15 and 2018–19.[69]

Notably, women over 55 years are the fastest growing cohort of people experiencing homelessness in Australia.[70] Throughout their lives women take on more carer duties for their children, family and friends and are more likely to spend periods working either part time or not at all to accommodate these extra responsibilities. This diminishes their capacity for earning a wage and accumulating superannuation and other assets and can mean they have a greater reliance on a spouse or partner as the household breadwinner. Frequently this results in women having an insecure financial position with less savings and no buffer if circumstances change, something that inevitably happens as they get older if not before.

> Older people face some of the same risks of homelessness as the rest of the population including lack of appropriate and affordable housing and lack of financial stability. However, these broad structural factors can impact on older people in different ways, due to changing housing needs and changing financial circumstances in the later stages of their lives. Other precursors to homelessness are experienced more frequently in older age, such as disability and mental illness.[71]

Older people are more likely than the broader community to present to homelessness services 'at risk' of homelessness (rather than homeless), and anecdotal evidence from Yarra's Aged and Disability Services staff suggests that many of their clients have issues related to housing insecurity, stress and unfit living conditions (due to hoarding etc.) but are not necessarily homeless. Worryingly however for those who slip into homelessness, chances of exit reduce markedly with age.[72]

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[68] 'Specialist homelessness services 2018–19 – Data tables'
[69] Australian Institute of Health and Welfare (AIWH), 'Client Groups of Interest,' *Specialist Homelessness Services Annual Report 2018-19*.
[70] 'Estimating Homelessness, 2016'.
[71] Mission Australia, *Ageing and Homelessness: Solutions to a Growing Problem*, Mission Australia, 14 November 2017, https://www.missionaustralia.com.au/publications/position-statements/ageing-and-homelessness-solutions-to-a-growing-problem/741-ageing-and-homelessness-solutions-to-a-growing-problem/file.
[72] Guy Johnson et al., *Entries and exits from homelessness: a dynamic analysis of the relationship between structural conditions and individual characteristics*, AHURI Final Report No.248. (Melbourne: Australian Housing and Urban Research Institute, 2015), http://www.ahuri.edu.au/publications/projects/p53042.

'Helen'

Helen is a 69-year-old woman with alcohol addiction problems who lives in public housing in Yarra.

She is able to attend to most of her daily living activities independently but struggles to maintain her home and health. Helen is prone to hoarding and also has complex health needs with a history of cancer, open-heart surgery, depression and anxiety. She sees an alcohol and drug counsellor on a regular basis, who has initiated further referrals out of concern for Helen's health and her ability to look after herself and her home, and potentially to keep her tenancy.

As a result of these referrals Helen is now being supported through a home-care package that will assist with her health and housing risk. Her support worker has suggested she receives specialised support services to assist with hoarding and de-cluttering, and a dietician to support her health needs.



Mental health issues

The links between mental health issues and homelessness are also well established and people with mental health issues are known to be vulnerable to homelessness.[73] The interaction between mental health and homelessness is complicated and has impacts in both directions. Having mental health issues can be a contributing circumstance to homelessness, while the experience of homelessness (or the risk of homelessness) can also compound existing mental health issues and trigger new ones[74]. Despite these apparent connections mental health and homelessness services are separate policy platforms without any intersection.[75] This creates detrimental service gaps in both mental health and homelessness and creates systemic barriers for people to access appropriate support and secure housing.[76]

Council to Homeless Persons (CHP) notes that the lack of appropriate housing and support for people who have mental health issues exacerbates existing systemic issues. Further, referrals to homelessness services from mental health specialists increased by 46 percent between 2014 and 2019, while the number of people discharged from psychiatric facilities into homelessness over the same period has increased by 49 percent.[77] Close to one in three Victorians accessing homelessness services had a current mental health issue in 2018–19, and nationally this is one of the fastest

[73] Australian Institute of Health and Welfare, ''Client Groups of Interest'.
[74] Nicola Brackertz, Jim Davidson and Alex Wilkinson, *Trajectories: The Interplay Between Mental Health and Housing Pathways: A Short Summary of the Evidence*, AHURI Research Paper (Melbourne: Australian Housing and Urban Research Institute Limited, 2019), p. 2, https://www.ahuri.edu.au/research/research-papers/trajectories.
[75] Brackertz, Davidson and Wilkinson, *Trajectories*, p.9.
[76] Brackertz, Jim Davidson and Wilkinson, *Trajectories*, p.22.
[77] Productivity Commission, *Draft report Introducing Competition and Informed User Choice into Human Services: Reforms to Human Services – July 2017*, Melbourne, p. 5.

growing homelessness client groups.[78] People living with mental illness frequently have inappropriate health and social support, and reduced access to employment, which leads directly and quickly to poverty and unstable housing. [79]

Drug and alcohol use

There is also a strong association between drug and alcohol use and homelessness, with studies from the homelessness services sector showing that 43 percent of the homeless population in Melbourne reported that they had alcohol and other drug use problems. Of these people, one third reported having substance abuse issues prior to becoming homeless. [80]

Refugees and asylum seekers

Refugees and asylum seekers in Australia are also vulnerable to homelessness due to exclusions from many social benefits, difficulties securing employment and discrimination in the housing market. Recent restrictions as to who is eligible to receive government support while awaiting processing of their immigration application has put thousands of vulnerable people at increased risk of homelessness. These tightened criteria has resulted in fewer people receiving any kind of payment and the increased reliance on community and charitable organisations to provide basic supports – in particular, housing. Organisations such as the Red Cross and the Asylum Seeker Resource Centre reported a vast increase in demand for housing services since the new rules came into effect and have been struggling to meet the demand,[81] while homelessness organisations anecdotally report an increase in self referrals from people without Australian citizenship who are homeless. While some of these people could apply for and potentially receive citizenship, the bureaucratic requirements to do so are onerous and make it difficult to facilitate and sustain the level of engagement required to submit and process a citizenship application.

Furthermore, the exclusion of asylum seekers from JobSeeker and JobKeeper payments, as well as Medicare, during the COVID-19 pandemic has increased their vulnerability and risk of homelessness with many more now reliant on support from the not-for-profit sector.[82]

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[78] Productivity Commission, *Draft report Introducing Competition and Informed User Choice into Human Services: Reforms to Human Services – July 2017*, Melbourne, p. 5.
[79] Jenny Smith, *Introduction; Mental Health, Disability and Homelessness*, Council to Homeless Persons, 19 November 2018, https://chp.org.au/mental-health-disability-and-homelessness/.
[80] 'Alcohol, Tobacco and Other Drugs in Australia', Australian Institute of Health and Welfare, 26 June 2020, https://www.aihw.gov.au/reports/alcohol/alcohol-tobacco-other-drugs-australia/contents/priority-populations/homeless-people
[81] Asylum Seeker Resource Centre, *Cutting the Safety Net: The Impact of Cuts to Status Resolution Support Services* (Melbourne: Asylum Seeker Resource Centre, 2019), https://www.asrc.org.au/wp-content/uploads/2013/04/180419-The-ASRC-Report-Cutting-the-Safety-Net.pdf.
[82] See for instance Rachel Clayton and James Hancock, 'Organisations fear humanitarian crisis unfolding due to lack of federal support for people seeking asylum,' *ABC News*, updated 31 May 2020, https://www.abc.net.au/news/2020-05-31/asylum-seekers-refugees-risk-homelessness-coronavirus-funding/12301860.

'Alma' and 'Ibrahim'

Alma and Ibrahim both migrated to Australia from African countries and they now have two young children. Despite both being educated and having work experience they have struggled to find employment and secure an adequate income in Australia.

The family rented from a friend at a reduced rate for 12 months but when that arrangement finished they ended up living in the lounge room of other friends for a further eight months whilst waiting for social housing. During this time of uncertainty and instability Alma's mental health was very poor and she had suicidal thoughts.

The main barrier to accessing housing for this family was a lack of affordable options combined with unemployment for Alma and low-wage employment for Ibrahim. When they were finally housed securely, their lives became more stable and Alma's mental health improved.



Homelessness data

Accurate data on homelessness is difficult to obtain due to the transient and hidden nature of the problem, however it is clear that rates of homelessness have grown both nationally and internationally over the last decade. In the 2016 Census, it was estimated that 116,000 people in Australia were homeless, an increase of 4.6 percent from 2011. People in severely overcrowded dwellings, elderly and younger people, and people sleeping rough were the groups with the largest spikes between the two last Census collections.

The rate of homelessness in Yarra is 95 per 10,000 population, the fourth highest rate for any Victorian municipality, and more than double that of Victoria as a whole (42 per 10,000).[83]

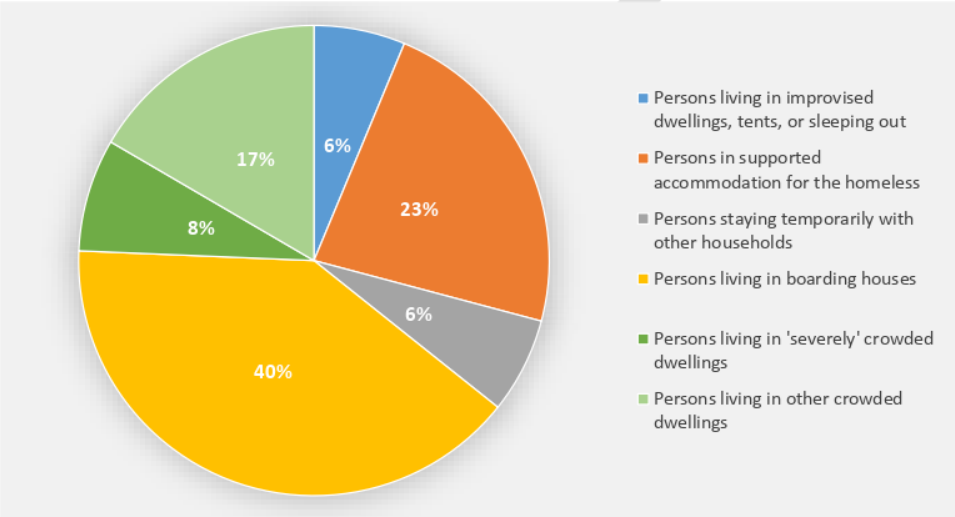
The 2016 estimate of homelessness in Yarra was 838, including 64 people experiencing primary homelessness (i.e. living in tents, improvised dwellings, or sleeping out), a similar number to the 2011 Census.[84] The on-the-ground officer and assertive outreach experience is however of consistent

[83] 'Estimating Homelessness, 2016'
[84] 'Estimating Homelessness, 2016'; '2049.0 - Census of Population and Housing: Estimating homelessness, 2011,' Australian Bureau of Statistics, updated 12 November, 2012, https://www.abs.gov.au/AUSSTATS/abs@.nsf/allprimarymainfeatures/D32B5FF70C5B4095CA25824F001762CE?opendocument

growth in numbers of reported rough sleeping sites, and increasing complexity of incidents related to primary homelessness. See Figure 3 below.

Rough sleepers are the most visual homeless group, however they only make up a small proportion of people who are homeless. According to the 2016 Census, the largest homeless group in Yarra was persons living in boarding houses, followed by persons living in over-crowded dwellings or supported accommodation for the homeless.[85]

Figure 3: Proportion of homeless in Yarra by living situation, 2016



Source: ABS Census of Population and Housing, Estimating Homelessness, 2016

According to the AIHW Specialist Homelessness Services data 290,300 people were assisted by specialist homelessness agencies across Australia in 2018–19, equivalent to one in 86 Australians. In Victoria, 112,900 clients were assisted by specialist homelessness services. [86]

Of these:

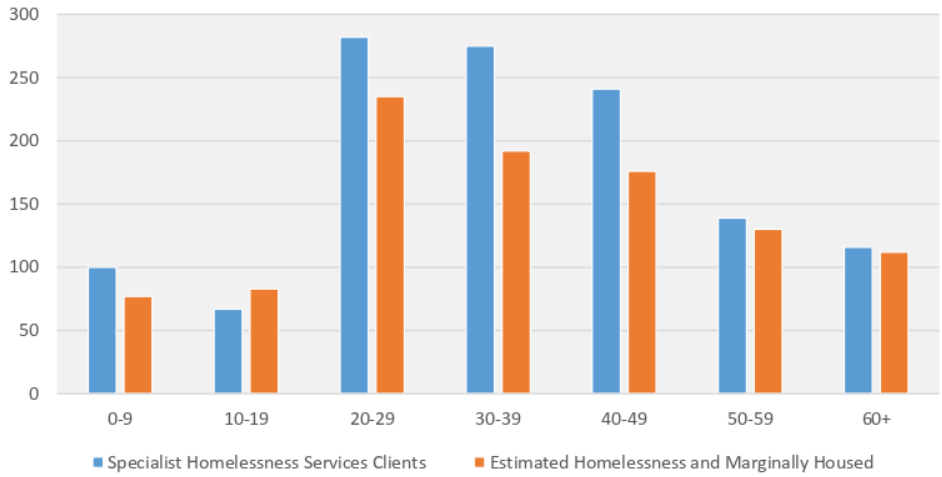
- 36 percent were homeless on first presentation
- 61 percent were female and 39 percent male
- 1 in 10 were Indigenous
- domestic and family violence and financial difficulties were the top reasons for seeking assistance (44 percent respectively)
- 37 percent sought assistance because of housing crisis
- 9 in 10 clients (91 percent) at risk of homelessness were assisted to maintain housing
- 3 in 10 clients (29 percent) who were homeless were assisted into housing
- On average, 105 requests for assistance went unmet each day.[87]

[85] 'Estimating Homelessness, 2016'.
[86] AIHW, *Specialist Homelessness Services Annual Report 2018–19*.
[87] Homelessness workers at housing program entry points in Yarra advised during the consultation that, prior to COVID-19, their daily emergency accommodation allocations were exhausted by 9am. Anyone requiring crisis accommodation after this would have to be turned away.

In 2018–19, 1,228 homelessness clients were recorded in Yarra, of which 621 were female and 607 male. This amounts to a 14 percent increase from the previous year.

Most homeless or marginally housed people in Yarra are relatively young – aged 20–29, followed by the 30–39 years age bracket. Notably, about 160 children were recorded in both the ABS estimates in 2016 and specialist homelessness services client data for Yarra (2018-19).[88] See Figure 4, below.

Figure 4: Age profile of homeless population in Yarra



Source: AIHW Specialist Homelessness Services clients, 2018–19 and ABS Census of Population and Housing, Estimating Homelessness, 2016

It is important to note that although data from the ABS Census and Specialist Homelessness Services Collection gives us some indication of the extent of the problem, a 2014 national survey from the ABS found that in the previous 10 years the majority of people who experienced homelessness (67 percent) did not approach services for assistance at the time of their most recent episode of homelessness.[89]

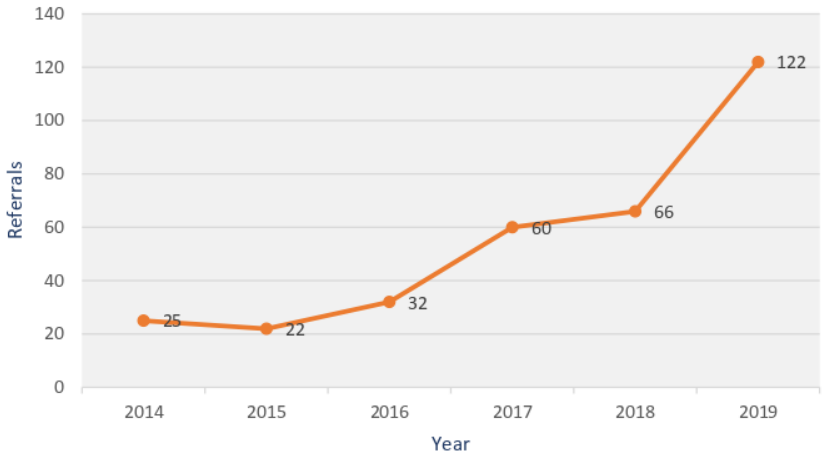
Counting rough sleepers

Yarra has two methods to gauge the number of people sleeping out in our city. The first is tracking the number and location of rough sleeping sites that Council officers refer to assertive outreach. The number of referrals doubled in the last year, and as can be seen in the chart below, there has been a steady increase in rough sleeping referrals throughout Yarra during the past five years.

For each site counted in this data, there may be multiple people referred to outreach services.

[88] 'Estimating Homelessness, 2016' and 'Specialist Homelessness Services Collection data cubes 2011–12 to 2018–19', Australian Institute of Health and Welfare, updated 18 December 2019, https://www.aihw.gov.au/reports/homelessness-services/shsc-data-cubes/contents/specialist-homelessness-services-collection-shsc-data-cubes.
[89] '4159.0 - General Social Survey: Summary Results, Australia, 2014,' Australian Bureau of Statistics, updated 29 June 2015, https://www.abs.gov.au/AUSSTATS/abs@.nsf/Lookup/4159.0Explanatory%20Notes12014?OpenDocument.

Figure 1: Rough sleeping sites referred to outreach in City of Yarra, 2014–19



Source: Yarra City Council rough sleeping referral data, January 2020.

The second method of monitoring in which Yarra participates gives a snapshot of the number of rough sleepers across inner-city municipalities (Melbourne, Port Phillip, Maribyrnong, Stonnington and Yarra) by doing a head count of people who are sleeping out in winter every two years. In the last snapshot, which was undertaken on Tuesday 19 June 2018, 392 people were counted sleeping rough in inner Melbourne, including 29 people in Yarra. Of these 392 people, 78 percent were male, 22 percent were female, and 54 percent were aged 26–40.

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'Harry'

Harry is a shy 59-year-old man with a mild intellectual disability who lives in a park. He has long ago lost contact with family and friends. He sits on a bench most of the day and sneaks into cinemas in the city when the weather is bad. Harry sleeps in a more sheltered area at night sometimes in the public toilets.

Harry has a history of working as a welder and decided that he no longer wished to work after he had been made redundant about 5 years ago. He did not wish to go through the process of Newstart and therefore has no income. He had a chronic gambling addiction and had no savings so was soon unable to pay the rent at the caravan park where he lived and became homeless.

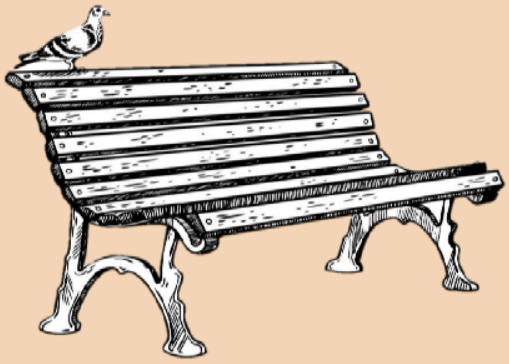
Harry accesses the showers at cohealth Fitzroy and is known to staff there. His food, clothing and footwear are provided by local residents and workers who have gotten to know him over his time at the park.

A Community Health Nurse from the Homeless Persons' Program became involved when he was diagnosed with a skin cancer on his nose by a consultant at St Vincent's who spoke with Harry every day and often gave him food. The consultant had already arranged for an outpatient appointment.

The Homeless Persons' Program assisted Harry to obtain a Medicare card and coordinated appointments. A nurse also accompanied him to those appointments and assisted him to communicate and understand what was happening. It was decided that he would require the lesion to be removed. He was then assisted to access The Cottage until he no longer required wound dressings.

The Community Health Nurse also organised for Harry to have an eye test and be provided with a pair of spectacles at no cost by The College of Optometry after he identified that his vision was an issue.

Harry still does not wish to obtain a healthcare card, Centrelink payments or accommodation and states that he is happy with his life. He says that he feels safe where he is staying and after his recent experiences, he feels able to seek help if he has the need.



Best practice responses to homelessness

There has been a recent policy shift away from responding to homelessness after the fact, to preventative approaches that aim to avoid homelessness in the first instance. This shift has been shown to prevent potential further trauma for the individual and save government funds by better directing resources, and reducing need for supportive services long term. Where homelessness has occurred, it is recognised that providing long-term secure housing is the first and most essential step to creating a sustainable pathway out of homelessness, and the capacity to address associated factors.

Furthermore, economists from PricewaterhouseCoopers have provided evidence of the economic benefits to housing homeless people.[90] The analysis undertaken by the two authors finds that governments could save $250 million annually in health, justice and welfare services if the most vulnerable homeless people were provided social housing. A 2017 cost-benefit analysis from SGS Economics and Planning also found that it is significantly cheaper for governments to provide 'last-resort housing' than to have people sleeping on the streets. The study found that for every $1 invested in last resort beds, $2.70 worth of benefits are generated for the community over 20 years.[91] This proves that not only is the moral imperative there to provide housing to people in need, so too is the economic.

> There is much to gain in economic and social terms, both for government and society, by assisting the homeless. If you provide people with a roof over their head, we see savings in demand for health care especially emergency department admissions; reduced crime rate – people who are homeless especially sleeping rough are more involved in crime as both victims and perpetrators - and importantly also improved human capital. So people are better able, once they have a roof over their head, to re-engage with the workforce and education and contribute to society.[92]

The 2018 FEANTSA[93] *3rd Overview of Housing Exclusion in Europe*, notes that only two countries in Europe have succeeded in reducing the number of homeless people in recent years. Finland saw a 10 percent drop between 2013 and 2016, and Norway a 36 percent reduction between 2012 and 2016. Both of these countries approached homelessness as a housing problem, as well as a violation of human rights, treating it therefore as something that can be solved, rather than the inevitable result of an individual's issues.[94]

Treating access to safe, affordable and appropriate housing as a human right is key to preventing and reducing the incidence of homelessness. For many 'at risk' and homeless people who do not have complex needs, access to affordable housing may be all that they need to avoid homelessness.

> Providing access to housing that is safe and affordable would resolve the homelessness experienced by many people, including most of those who are newly sleeping rough… However, people who are long-term rough sleepers with more complex needs, including mental illness, substance use, disability and histories of trauma, commonly require both housing *and support* to

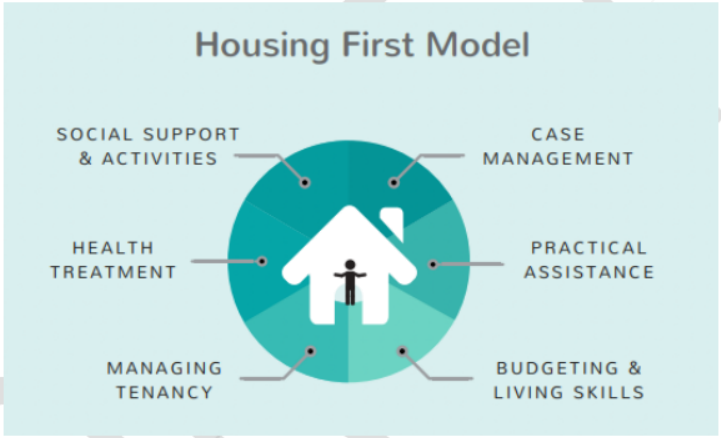
[90] Thorpe and Babille, 'Rethinking the costs of homelessness'.
[91] Ellen Witte et al., *The Case for Investing in Last Resort Housing*, MSSI Issues Paper No.10, (Melbourne Sustainable Society Institute, The University of Melbourne, 2017), https://www.sgsep.com.au/assets/main/SGS-Economics-and-Planning-Last-Resort-Housing.pdf
[92] Witte et al., 'The case for last resort housing: Providing housing for homeless is cheaper and better for society'.
[93] European Federation of National Organisations Working with the Homeless
[94] Foundation Abbé Pierre and FEANTSA, *Third Overview of Housing Exclusion in Europe.*

gain and sustain that housing – an approach called Housing First or permanent supportive housing.[95]

Housing First

As outlined above, the causes of homelessness are complex and homeless people often face a number of health and wellbeing issues. When responding to homelessness, Australian and international research indicates however, that the most effective approach is to secure stable housing first, and then address additional complex needs through targeted 'wraparound' services.[96] This is known as the 'Housing First' model.

Figure 2: Housing First Model



Source: Council for Homeless Persons

By providing long-term instead of temporary housing, it is believed that people who were experiencing homelessness can shift their focus from worrying about where they will sleep to overcoming other difficulties in their lives and improving their wellbeing. This inverts previous practice where services sought first to address personal issues, such as illness or addiction, as a prerequisite to accessing long-term housing.

The Housing First model began in the United States in the early 1990s and has since been applied in various formats internationally, including in Australia. Evaluation of Housing First programs have found markedly higher retention of housing for participants in these programs. Data from the UK also suggests that it is a cost-efficient approach for governments.[97]

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[95] Council to Homeless Persons, *Ending chronic homelessness: A permanent supportive housing solution* (Collingwood: Council to Homeless Persons, 2017), https://chp.org.au/wp-content/uploads/2017/07/170707-permanent-supportive-housing-FINAL-1.pdf.

[96] Council to Homeless Persons, Housing *First: Permanent Supportive Housing: Ending Chronic Homelessness* (Collingwood: Council to Homeless Persons, 2018), http://chp.org.au/wp-content/uploads/2018/06/FINAL-180606-Housing-First-2018-6-June.pdf.

[97] 'What is the Housing First model and how does it help those experiencing homelessness?', AHURI Brief, updated 25 May 2018, https://www.ahuri.edu.au/policy/ahuri-briefs/what-is-the-housing-first-model.

Despite general support for the approach in Australia, there have been challenges in rolling out Housing First programs due to a lack of affordable housing stock.[98]

> Lack of affordable housing, particularly for singles, is both driving an increase in rough sleeping, and is hampering the capacity of support services to assist people out of homelessness. In order to succeed, a permanent supportive housing model requires investment in as many housing opportunities as are provided in support. A much larger number of housing opportunities is needed to prevent the flow of new people into rough sleeping, and other forms of homelessness.[99]

Wraparound services

In accordance with the Housing First model, once housing has been secured, people often require targeted and tailored wraparound services that are specific to their situation, in order to maintain their housing long term and rebuild their lives.

Wraparound services are essentially a program of different types of support services coordinated and delivered through a holistic method, taking into account each person's circumstances and particular needs. Multiple services work in a complementary that extends beyond any immediate crisis, as a way to build long-term capabilities for individuals and families, providing the necessary life skills to sustain a more stable living situation into the future.[100]

In order for wraparound services to be effective, a collaborative and coordinated services system is required that enables simple referrals that don't require people to retell their story multiple times. Services might include support to maintain tenancies, alcohol and drug treatment, mental health care, parenting support, education and employment programs, as well as a myriad of other supports required by the individual.

Although housing is vitally important, being housed is not sufficient in and of itself to ensure that people are able to maintain a tenancy in the longer term, and participate in society. These services are also part of the crucial social infrastructure to help prevent homelessness from recurring, or from happening in the first place. While assertive outreach services, where service providers seek out people who are homeless to officer support, are essential, providing supportive, holistic *in-reach* services *before* a person at risk reaches the tipping point into homelessness, enables that that risk to be mitigated and ultimately prevented. This combination of housing and support is at the core of best practice and is a crucial step to reducing homelessness.

Health and Homelessness

Both the Australian Institute of Health and Welfare (AIHW) and the Royal Australian College of General Practitioners recognise that housing and homelessness are key social determinants of health.[101] AIHW notes that there is a growing body of work demonstrating the substantial gaps in life

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[98] 'What is the Housing First model and how does it help those experiencing homelessness?'.
[99] Council to Homeless Persons, *Ending chronic homelessness.*
[100] House of Representatives Select Committee on Intergenerational Welfare Dependence, *Living on the edge: Inquiry into Intergenerational Welfare Dependence* (Canberra: Parliament of the Commonwealth of Australia, 2019), p.45, https://parlinfo.aph.gov.au/parlInfo/download/committees/reportrep/024242/toc_pdf/LivingontheEdge.pdf;fileType=application%2Fpdf .
[101] 'Health of People Experiencing Homelessness', Australian Institute of Health and Welfare (AIHW), 23 July 2020, https://www.aihw.gov.au/reports/australias-health/health-of-people-experiencing-homelessness; Amanda Lyons,

expectancy between those who have stable long-term housing and those who do not, and that co-morbidities and complex health conditions are frequent amongst the homeless population, impacting substantially on and also emerging from their situation.[102] The role of primary healthcare in preventing and addressing homelessness is essential. As has been so starkly illustrated by the COVID-19 pandemic, it is impossible to look after your health if you are not housed. In Yarra, service providers including Bolton Clarke, St Vincent's Hospital, cohealth and North Richmond Community Health all run specialised homeless-focussed outreach and in-reach health programs to provide healthcare for people who are homeless, at risk or marginally housed. Innovative program delivery brings these services directly to people wherever they are, while partnerships between services provide linked-up referrals and offer a consistent point of care.

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'Healthcare on the Margins', *Good Practice*, Royal Australian College of General Practitioners, July 2017, https://www.racgp.org.au/publications/goodpractice/201707/homeless-healthcare/.

[102] AIHW, 'Health of People Experiencing Homelessness'.

Attachment 1 - Homelessness Strategy - for Endorsement - August 2020



Overview

Homelessness policy, funding and programs are delivered across all three tiers of government, and through considerable service offerings from the not-for-profit sector (largely funded by government). Although the primary responsibility and resource allocation lies with state and federal governments, local governments engage daily with people who are homeless, sleeping rough, or at risk, and many councils have programs to address and respond to homelessness.

Australian Government

The Commonwealth Government primarily funds homelessness services and housing support through the National Housing and Homelessness Agreement (NHHA) and it provides Commonwealth Rent Assistance (CRA) to help keep people housed. The Commonwealth also funds domestic and family violence accommodation and other cohort-specific programs, and provide grants and low cost loans to the community housing sector through the National Housing Finance and Investment Corporation (NHFIC). It also sets the structural and economic policies that shape the broader housing market.

Notably, there is no national homelessness strategy or policy document.

National Housing and Homelessness Agreement (NHHA)

The NHHA is a bilateral agreement between the federal government and the states and territories. In July 2018 the NHHA replaced the previous National Partnership Agreement on Homelessness and the National Affordable Housing Agreement, joining the two streams of housing and homelessness. The NHHA includes $125 million set aside for homelessness services in 2019–20. States and territories are expected to match this funding.

Commonwealth Rent Assistance (CRA)

CRA provides a capped 'top-up' income support for households on income-support payments, based on the rent households pay in the private market or community housing. It is not available to people in public housing. CRA does not contribute to new affordable housing supply, and affordability is not guaranteed.

Victorian Government

The principal plan guiding Victoria's response to homelessness is *Victoria's homelessness and rough sleeping action plan* (2018).[103] Additionally, the Victorian Government have set out their intentions to increase the supply of affordable housing through the *Homes for Victorians* (2017) strategy and *Plan Melbourne 2017–2050*.

Homelessness and rough sleeping

Victoria's homelessness and rough sleeping action plan is a framework for reducing the incidence and impacts of rough sleeping with a focus on prevention and early intervention. The action plan is guided by four key themes:

[103] Department of Health and Human Services (DHHS), *Victoria's Homelessness and Rough Sleeping Action Plan* (Melbourne: Department of Health and Human Services, 2018), https://www.dhhs.vic.gov.au/sites/default/files/documents/201802/Rough%20Sleeping%20Action%20Plan_20180207.pdf.

1. Intervening early to prevent homelessness
2. Providing stable accommodation as quickly as possible
3. Support to maintain stable accommodation
4. An effective and responsive homelessness services system

The action plan outlines a number of funding streams and programs aimed to reduce the incidence and impact of rough sleeping and homelessness. These include temporary accommodation, early intervention packages, family violence housing and private rental brokerage.

Affordable Housing

Homes for Victorians (2017) and *Plan Melbourne 2017–2050* outline initiatives and funding streams that aim to increase the number of social and affordable housing dwellings in Victoria, largely through public-private partnerships, but crucially they set no target of how many dwellings that need to be added in the coming period.[104]

Despite all these initiatives, there is no sign of a decrease in homelessness in the short-term, nor a significant increase in social and affordable housing.

Homelessness services in Victoria

Specialist Homelessness Services (SHS) is an umbrella term for a range of agencies that provide support to people experiencing or at-risk of homelessness and receive funding under the NHHA (from both state and federal governments).[105] These services are delivered by a range of not-for-profit organisations through a centralised access point, referred to as 'Opening Doors' in Victoria.

SHS can provide assistance to access short-term or long-term housing and help people at risk to remain housed. Temporary housing is generally provided by registered housing agencies. This includes transitional housing, crisis accommodation, as well as emergency accommodation which is paid for by a homelessness service but provided in the private sector such as motels, rooming or boarding houses. SHS can also assist people into longer term housing in the private rental market or through applications for social housing.

In addition to housing support, SHS also provide a broad range of general support services, including case management, material aid, meals, laundry and showers, and referrals to specialist services as required (such as health, mental health, drug and alcohol, and legal services).[106]

Local government

Although the main economic and policy drivers to address homelessness at a broader scale are at the state and federal level, councils in Victoria are finding different ways to play an active role in addressing the alarming increase in homelessness. President of the Australian Local Government Association, Mayor David O'Loughlin, notes that local councils are now positioned 'at the forefront of

[104] Infrastructure Victoria have estimated a need for approximately 30,000 new affordable dwellings across Victoria within 0–10 years. See DHHS, *Victoria's Homelessness and Rough Sleeping Action Plan.*
[105] 'Explainer: The homelessness services system and demand for services', Launch Housing, 28 March 2019, https://www.launchhousing.org.au/explainer-the-homelessness-services-system-and-demand-for-services/
[106] 'Explainer: The homelessness services system and demand for services'.

community efforts to tackle Australia's worsening housing affordability and homelessness challenges.'[107]

These are some of the ways that local governments in Victoria are currently engaging with homelessness:

- Protocols to assist council staff and the community in responding to rough sleeping
- Information and education through council websites and other forums
- Partnerships with, and/or funding of, outreach services
- Delivery of council programs and services to homeless people
- Community grants
- Facilitating networks for the homelessness services industry
- Advocacy to other levels of government
- Various strategies to support an increase in short and long-term affordable housing options for the homeless
- Primary research
- A minority of Councils leverage land holdings to increase supply of dwellings to low income households, including persons who may be exiting homelessness.

The majority of local governments in Australia do not, however, see responding to homelessness as part of core business. This may in part be philosophical as it can be perceived as cost shifting from other levels of government. Yarra Council believes there is value to having a coordinated and clear response to homelessness at the municipal level and recognises that, given the transient nature of homelessness, it is imperative to also work collaboratively across municipal boundaries and in particular with our inner-city neighbours.

Statutory responsibilities

Part of the policy environment in which all levels of government operate is legislative, defined by the various acts of parliament that describe the statutory roles and responsibility of the municipalities. In Victoria, the key legislative driver is the *Local Government Act 2020*, which expressly outlines the role of local government and the governance, responsibilities and function of the councillors.[108] In addition to this, local governments in Victoria have statutory duties with respect to public health, wellbeing and safety under *The Public Health and Wellbeing Act 2008*.[109] Both of these acts inform Council's considerations with regard to responding to homelessness in the municipality and directly shape elements of Yarra's operational response to rough sleeping sites.

Another important legislative instrument under which all Victorian Local Government Authorities have statutory responsibilities is the *Building Act 1993*.[110] The Municipal Building Surveyor's role is to carry out duties that ensure safety of the built environment in the municipality. In built-up urban areas such as Yarra, there are many dimensions to this role, particularly with regard to public spaces and determining whether a building is fit for purpose and able to be occupied or used safely.

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[107] 'Homelessness Week 2019', Australian Local Government Association (ALGA), 9 August 2019, https://alga.asn.au/homelessness-week/.
[108] *Local Government Act 2020*, http://www8.austlii.edu.au/cgi-bin/viewdb/au/legis/vic/consol_act/lga2020182/
[109] *The Public Health and Wellbeing Act 2008*, http://www8.austlii.edu.au/cgi-bin/viewdb/au/legis/vic/consol_act/phawa2008222/
[110] *Building Act 1993*, http://www8.austlii.edu.au/cgi-bin/viewdb/au/legis/vic/consol_act/ba199391/

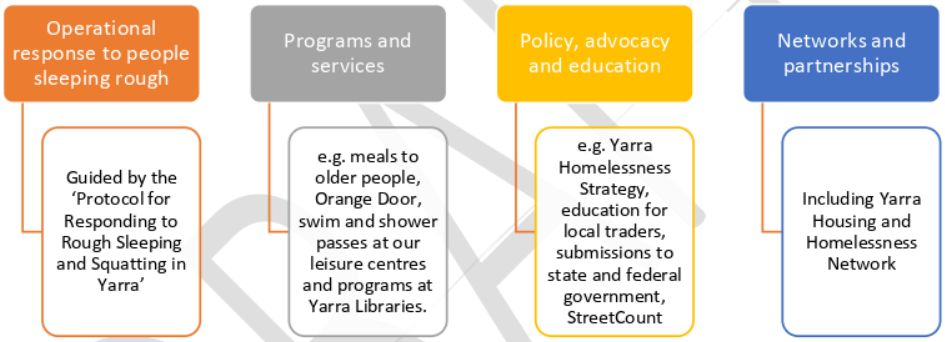
Sometimes when a rough sleeping site is situated in a place that poses a danger to the person sleeping there or the wider community, the Municipal Building Surveyor is required to close it down to ensure everyone's safety. When this happens in Yarra, the Municipal Building Surveyor works with officers from Yarra's Community Wellbeing Division to coordinate support and referrals for people who are homeless to minimise the impact on them.

Yarra's whole-of-Council response

Council engages with homelessness through a range of actions, all of which focus on human rights and our duty of care to people, wellbeing, public health and community safety. We do this through policy, education, advocacy, services and programs, by participating in and facilitating partnerships and networks, and through our operational response to people sleeping rough in public spaces.

Below is an illustration of Council's current work with homelessness.

Figure 3: Yarra's approach to homelessness



Operational response

Council's operational response to homelessness is guided by our 'Protocol for Responding to Rough Sleeping and Squatting in Yarra' (the Protocol), and by our Emergency Management response to people sleeping rough in extreme weather.

The Protocol was developed in 2012 in response to increasing numbers of people sleeping rough in Yarra. In consultation with Hanover Assertive Outreach team (now Launch Housing) and other local homelessness services, Council initially designed this internal protocol to assist staff to respond effectively and compassionately to rough sleeping and squatting, and has made this guide available to the Yarra community.

Rough sleeping referrals in Yarra come to Council from community members and staff, often out of concern for a person's welfare and community safety. Each referral is directed to the Rough Sleeping Initiative (RSI) team at Launch Housing and a skilled team member then visits the site to work with people on their housing situation and other needs. Launch Housing in turn advises Council on the status of people they engage with, so that we can understand who is sleeping rough in Yarra and why.

We keep track of all referrals that come through Council and work with Launch Housing to understand the course and circumstance of each situation.

We do our best to be respectful and helpful to everyone in our community, including people experiencing homelessness, while keeping the municipality safe, clean and tidy. We recognise that sometimes people in the community may be confronted by the difficult circumstances that present when people who are rough sleeping engage in risky or anti-social behaviours. Where there are concerns for immediate safety we work with local law enforcement to address any danger. While we do not seek to criminalise homelessness in our policy or actions, we recognise the role of the police in ensuring community safety, which is another important part in balancing our competing duties of care to the community.

Programs and Services

Council delivers a range of services and programs to people who are homeless, or at risk of homelessness.

Aged and Disability Services

As part of the program funding provided by the Federal and State Governments for older people and people with disability, our Aged and Disability Services (ADS) provides annual funding of more than $100,000 for nutritional programs run in partnership with local service providers, such as the Café Meals program, St Vincent's Soup Van, St Mary's House of Welcome and cohealth's Billabong BBQ. Through these and other programs we are able to provide meals to people who are homeless or at risk of homelessness. We also fund support services for people who reside in local rooming houses so that they can maintain their daily living activities. The ADS team also handle referrals to assist people living in poor conditions, coordinating connections with support services to assist them in transitioning to better living arrangements.

'Linda'

Linda lives in a rooming house. Every week she leaves the chaos and noise of her residence and goes to her favourite café as part of the café meals program. She enjoys having a cooked meal while reading the paper or chatting to the friendly staff. It is a welcome and enjoyable reprieve from her living situation and makes her life feel 'normal' for a while.

Linda is waiting for housing where she can feel safe and have her own kitchen to cook meals in.

Family Support

Through our Family Support team – and in particular their interface with the state-wide domestic and family violence and child protection network 'Orange Door' – Council supports many vulnerable residents who are homeless or at risk of homelessness. Most referrals to this service come from police or child protection authorities and once they are referred to one of Council's five case workers they work intensively with the family to improve their situation. Support around housing is a key issue with many living in unsuitable and unstable accommodation and in varying situations of homelessness or risk of homelessness.

Youth Services

Yarra Youth Services deliver case management to young people through their Youth Support Program. Housing instability is a recurring issue with about a third of clients requiring some form of housing support. Youth support workers connect the young people to appropriate services, including housing through organisations such as Frontyard and Launch Housing, but many have complex, intersecting issues that sometimes limit their eligibility for housing.

Yarra Leisure

Yarra Leisure offers free shower and pool passes to people who are homeless. This program started in late 2018 as an emergency management response to give relief to rough sleepers during heat waves but has since been expanded, and passes are now distributed regularly through Council's Engagement Officer Rough Sleeping and Homelessness and the local RSI team at Launch Housing. Yarra Leisure also offer a heavily discounted membership program to community organisations who can purchase cheap memberships on behalf of vulnerable clients.

Yarra Libraries

Yarra Libraries is a community hub where everyone is welcome. The Yarra Libraries team works constantly on finding ways to maximise community access to resources and remove barriers so that everyone has equitable access to library spaces and services. In addition to running topical events that educate, inform and engage the community, Yarra Libraries has a network of community partners and facilitates specialist programs such as Feel Good Fridays (supported by the Ewing Trust), a social space for people sleeping rough, Open Table community meals, and a regular drop-in space with Council to Homeless Persons. During the COVID-19 pandemic, Yarra Libraries has been instrumental in facilitating Yarra's food security programs and reaching out to our community to maintain social connections and provide ongoing services.

Policy, Advocacy and Education

Council is a strong advocate for the most vulnerable in our community and continues to advocate to other levels of government in support of people who are homeless when opportunities arise. We do this through submissions to state and federal inquiries and by educating our community and organisation about homelessness in an evidence-based and compassionate way.

This Strategy aligns with other Council strategies and policies, such as the Social and Affordable Housing Strategy, which seeks to increase the number of affordable dwellings in Yarra, and the forthcoming Social Justice Charter, which outlines our commitment to social equity, and to upholding the Victorian Charter of Human Rights and Responsibilities.

Networks and partnerships

Council convenes a quarterly agency network, the *Yarra Housing and Homelessness Network*, for frontline workers in the homelessness sector to meet, network and share ideas and issues. Many parts of the organisation also work closely with a range of services to support client groups and vulnerable community members.

We have ongoing working relationships with our neighbouring municipalities to facilitate connections and identify opportunities for a coordinated response to housing and homelessness. In 2018 Yarra participated in the biennial inner-Melbourne rough sleeping count for the first time together with the Cities of Melbourne, Stonnington, Port Phillip and Maribyrnong. The biennial count was delayed in 2020 due to the COVID-19 pandemic.

Council also provides funding through its Community Grants program in the categories of Community Partnerships, Participation and Annual grants, to support front-line organisations in the delivery of homelessness services. Council's Community Housing Grant, part of the Annual Grants program, currently provides $50,000 per annum to deliver a Community Housing Tenants Support Program, which is focussed on aiding community housing residents to maintain their tenancies, preventing homelessness.

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Attachment 1 - Homelessness Strategy - for Endorsement - August 2020



Overview

Working within a human rights framework, building on the work that Council is doing already, and guided by Council's identified roles and responsibilities, we have developed the following strategic directions. Each direction is intended to respond to, improve and ultimately prevent homelessness in Yarra. The first strategic direction is where Council has the greatest role to play, so more strategies have been included here than in the other directions, although each direction has an important role to play in working towards our overarching strategy to improve homelessness outcomes in Yarra.



Strategic Direction 1: Deliver a coordinated and compassionate crisis response to people who are sleeping rough and those who are homeless

Primary homelessness impacts in a variety of ways on individuals who are homeless and on our whole community. Because of this, a significant proportion of Council's homelessness work is focused on our operational response to this type of crisis situation. This involves balancing our duties of care: to support our most vulnerable community members and to maintain amenity and public health and safety.

We recognise that our community will be more empathetic and supportive of people sleeping rough if sites are well maintained and managed by Council and our partners. We will lead by demonstrating the compassion and responsibility that we want to shape our city.

SD1.1 Ensure Yarra is a welcoming and well-functioning city for all by carefully balancing compassion and amenity in the public realm

We will do this by:

- Continuing to fund Council's own *Engagement Advisor Homelessness and Rough Sleeping* as well as directing funds to specialist homelessness services to enhance local outreach capacity.
- Regularly monitoring rough sleeping sites and taking appropriate action for the wellbeing of the person and community when needed.
- Conducting regular welfare checks and requesting outreach from homelessness services.
- Giving adequate warning and a clear explanation when we need to clean, clear or move a rough sleeping site because:
  - There may be a health risk to the person sleeping rough and/or to the general public.
  - The site may be creating a public safety hazard.
  - Someone's behaviour may be dangerous to themselves or other people, or they may be set up in a risky location.
- Regularly reviewing Yarra's Rough Sleeping Protocol (the Protocol) to ensure it is effective and up-to-date, and continuing to guide Council response to rough sleeping through the (updated) Rough Sleeping Protocol and online reporting tool.
- Delivering community services that are accessible to everyone, e.g. at libraries and leisure centres.

SD 1.2 Educate staff and the community on homelessness and how best to respond to people sleeping rough in Yarra

We will do this by:

- Giving a voice to people with lived experience (e.g. through events or campaigns).
- Delivering an annual training and events program to the organisation.
- Engaging with the community and local traders about the rights of rough sleepers to inhabit public space and responsibilities of Council to maintain public space.
- Promoting the Protocol and online reporting tool to staff and the community.

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- Updating Council's online homelessness information and resources for people who are homeless or sleeping rough.

SD 1.3 Facilitate networks and connections that support a more coordinated homelessness service environment in Yarra, as well as social connections for local people experiencing or at risk of homelessness

We will do this by:

- Establishing a whole of organisation homelessness working group to share information and create opportunities for collaboration.
- Continuing the *Yarra Housing and Homelessness Network* as a networking and knowledge sharing platform for local health, homelessness and community service providers.
- Continuing to fund and deliver opportunities to connect for people who are experiencing or at risk of homelessness (e.g. Billabong BBQ, library drop-ins and community meals).
- Exploring, costing and advocating for a Homelessness Service Coordination Program at Yarra, as is currently done at Melbourne and Port Phillip councils.[111]

SD 1.4 Deliver an evidence-based advocacy platform in support of rough sleepers' rights and pathways to secure housing

We will do this by:

- Coordinating with surrounding inner-city municipalities to monitor rough sleeping in Yarra.
- Exploring and assessing which methods are best for monitoring rough sleeping in Yarra and using these methods accordingly.
- Staying informed of local, regional and national trends relating to rough sleepers, particularly in a COVID-19 and post-COVID environment.
- Advocating for an appropriately funded and coordinated local service network that has the capacity to support people out of homelessness and to maintain long-term housing.
- Advocating to the Victorian Government for rough sleepers to remain housed beyond COVID-19 in long-term, accessible, appropriate, affordable housing with integrated support services.
- Advocating for people with disability to be recognised within the primary cohorts of the National Housing and Homelessness Agreement.

[111] This program brings together representatives from front-line homelessness agencies on a regular basis to provide individualised service supports for people sleeping rough.

Strategic Direction 2: Focus on early intervention for people who are vulnerable or at risk to avoid homelessness and other crises.

The longer someone experiences homelessness, the more severe the long-term impacts.[112] Intervening early to avoid homelessness allows people to restore their lives quicker and avoid further hardship. We recognise that people may experience crises that are beyond their control that can tip their lives into instability. This may be through a sudden loss of income, through illness or disability, at times of family breakdown or violence. Where possible, we will support our residents to maintain their current housing, find new accommodation when needed and minimise impacts of housing stress through other aids such as food relief and connection with specialist services.

SD 2.1 Support individuals and families through hardship

We will do this by:

- Providing case management and referrals through targeted Community Wellbeing services for young people, older people, families, people with disability and people experiencing family violence.
- Ensuring that the Council Officers who manage Yarra's public spaces, such as libraries, understand the available resources and channels of referral for people who require assistance.
- Contributing funding to specialist agencies to provide food relief and material aid to people experiencing or at risk of homelessness.
- Contribute to food relief and other material aid in the municipality for those who do not qualify for other types of government support.

SD 2.3 Advocate for tenants' rights and well-funded supports for people at risk of homelessness

We support:

- Improved tenants' rights through changes to the *Residential Tenancies Act*, including stronger rights for people in private market housing to secure tenancies, and working to remove barriers to entry.
- Initiatives that help people at risk of becoming homeless to maintain their tenancies, and seek continued and adequate resourcing for programs like 'Tenancy Plus' and 'More than a Landlord'.[113]
- Better housing pathways and support at known points of vulnerability, such as exiting prison and for young people leaving institutional care.
- The right to safety and support to ensure a future where all members of the community are protected from family violence.
- Universal design principles to make tenancies more accessible and sustainable for people of all ages and abilities.

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[112] Australian Human Rights Commission, *Homelessness is a Human Rights Issue*, (Sydney: Australian Human Rights Commission, 2018), https://humanrights.gov.au/our-work/rights-and-freedoms/publications/homelessness-human-rights-issue

[113] Tenancy Plus is a Victorian Government initiative, formerly the Social Housing Advocacy Support Program (SHASP), https://www.housing.vic.gov.au/tenancy-plus-support-program; More than a Landlord is an Aboriginal Housing Victoria program: https://www.first1000daysaustralia.com/resourcesblog/rnpc996010lal4w5ed2ane3ajcagy7-l5tld-yal4l-kfxa6-k4392

Strategic Direction 3: Work toward the ultimate goal of prevention by supporting an increase of social and affordable housing and appropriate support services.

We recognise that the fundamental cause of homelessness is the lack of affordable housing options in our city and beyond, supported by appropriate services to assist people to maintain tenancies and improve their wellbeing. It is difficult, if not impossible, to address other issues if you have no stable home and must constantly worry about where to shelter. [114] We also support the notion that it is only long-term, affordable and appropriate housing that will have any lasting impact in addressing homelessness (and housing stress). Working through our *Social and Affordable Housing Strategy* (2019) we will leverage the opportunities available to us to increase the number of social and affordable dwellings in Yarra.

SD 3.1 Increase the supply of affordable housing in Yarra by employing the strategic directions in the Social and Affordable Housing Strategy[115]

We will do this by:

- Realising affordable housing outcomes at new developments.
- Making effective and prudent direct investment in social and affordable housing.
- Partnering, facilitating and engaging with stakeholders to increase social and affordable housing in Yarra.
- Continuing to pursue evidence-based, strategic advocacy to other levels of government.

SD 3.2 Uphold and promote housing as a human right[116]

We will do this by:

- Advocating to state and federal governments for social and affordable housing as essential infrastructure.
- Promoting long-term secure, appropriate and affordable housing options as the only real solution to homelessness.

[114] Throughout our consultation this point was raised repeatedly and emphatically by stakeholders and specialist homelessness services.
[115] The commitments listed here for Strategic Direction 3.1 mirror each of the four high-level strategic directions in Yarra's *Social and Affordable Housing Strategy* (2019).
[116] The commitments in Strategic Direction 3.2 complement the advocacy supported by Yarra's *Social and Affordable Housing Strategy* (2019).

Glossary

Affordable housing is 'housing, including social housing that is appropriate for the housing needs of very low, low and moderate income households'.[117] The Victorian Government specifies the income ranges annually for very low, low and moderate income households for affordable housing (that is not social housing). Housing is generally considered affordable if it costs less than 30 percent of household income for the specified income groups.

Assertive outreach is when a homelessness service provider purposefully sets out to engage with people who are marginalised and vulnerable due to their situation. This type of outreach is active, rather than passive, and is undertaken when it is thought by the service provider or social worker that someone who needs the service would otherwise not connect with the support they require.

Case management refers to a collaborative and planned approach to ensuring that a person who experiences homelessness gets the services and supports (*wraparound services*) that they need to move forward with their lives.

A case worker will assess the needs of the client and, where appropriate, arrange, coordinate and advocate for delivery and access to a range of programs and services designed to meet the individual's needs.

Community housing is housing that is owned, controlled and/or managed by a registered community housing agency. It is targeted to low income and/or special needs households who meet income and asset tests, in accordance with the *Residential Tenancies Act 1997*. Rents are commonly capped at between 25 to 30 percent of household income and can be up to 75 percent of market rent. Many providers incorporate local support services and tenant participation in maintenance and management.

Crisis and emergency accommodation is short-term housing managed by not-for-profit organisations. It includes women's refuges, youth refuges and major crisis supported accommodation services. These services are available 24-hours a day, however they are temporary and designed to immediately assist people in crisis to stabilise their situation before they move on to something more permanent.

Homelessness is the lack of one or more of the elements that represent 'home'. These include a sense of security, stability, privacy, safety, and the ability to control living space. The term is inclusive of a variety of insecure housing situations, such as couch surfing, staying with family, and living in temporary accommodation, such as a hotel or rooming house.

The ABS considers someone to be experiencing homelessness if:

- they are in a dwelling that is inadequate, or
- they have no secure tenure of a dwelling, or if their tenure is short and cannot be extended, or

[117] *Planning and Environment Act 1987* (Vic).

- they are in a living situation that does not allow them to have control of, or access to, space for social relations. [118]

Another common definition, known as the *cultural definition*, divides homelessness into categories that recognise the diversity of situations for people living outside of the minimum standard of housing: [119]

- Primary homelessness: people without conventional accommodation (living on the streets, in deserted buildings, improvised dwellings, under bridges, in parks, etc.)
- Secondary homelessness: people moving between various forms of temporary shelter including friends, emergency accommodation, youth refuges, hostels and boarding houses
- Tertiary homelessness: people living in single rooms in private boarding houses without their own bathroom, kitchen or security of tenure

Housing First refers to a way of addressing homelessness by providing secure, long-term housing as quickly as possible to people who are homeless, and then providing comprehensive services to them to address the other issues and complexities of their circumstances. By providing long-term instead of temporary housing, it is believed that people who were experiencing homelessness can shift their focus from worrying about where they will sleep to overcoming other difficulties in their lives and improving their wellbeing.

Public housing is a form of long-term rental social housing that is predominantly owned and managed by the State Government housing authority. It usually refers to rental housing that is targeted to very-low and low income households on an affordable basis (requiring no more than 25 percent of income on rent). These households are predominantly those in receipt of Commonwealth income support, such as the disability or aged pension. Tenure is not time limited but is subject to tenants meeting rental conditions contained in their tenancy agreement with the Department of Health and Human Services.

Rooming houses (also referred to as 'boarding houses') are buildings where one or more rooms are available to rent individually, accommodating four or more people. At most rooming houses, residents share bathrooms, kitchens, laundries and other common areas. Rooming house operators must comply with minimum standards set out in the *Residential Tenancies (Rooming House Standards) Regulations 2012*. These standards relate to privacy, security, safety and amenity in rooming houses. [120]

Rough Sleepers are people who sleep or are bedded down in the open air. They may also be sleeping in buildings or other places not designed for habitation, such as sheds, car parks, abandoned buildings and so on. It is generally understood that this group of people is one of the most marginalised and vulnerable in the community.

[118] Australian Bureau of Statistics, '2049.0 – Census of Population and Housing: Estimating homelessness, 2016', 14 March 2018.
[119] Australian Bureau of Statistics, '2050.0 – 'Australian Census Analytic Program: Counting the Homeless 2006'. 18 September 2008.
[120] *Residential Tenancies (Rooming House Standards) Regulations 2012* (Vic), http://classic.austlii.edu.au/au/legis/vic/consol_reg/rthsr2012554/

Social housing is short and long-term rental housing that is owned and run by the government or not-for-profit agencies.

It includes both *Public Housing* and *Community Housing* (as per the *Housing Act 1983*). *Public housing* is government owned and managed, whereas *community housing* is managed (and sometimes owned) by not-for-profit organisations. All social housing must be applied for through the Victorian Housing Register.

Specialist homelessness services (SHS) is the type of assistance provided by a specialist homelessness agency with the aim of responding to or preventing homelessness for an individual. This kind of assistance will often include multiple services that go beyond the provision of accommodation. Additional supports are often aimed at assisting a person to sustain housing in the longer term, and may include life skills (e.g. domestic tasks), mental and physical health services, specialised counselling for family violence and/or drug and alcohol addiction, legal support, financial counselling, cultural support and employment services.

Transitional Housing is a supported short-term accommodation program. It acts as a stepping stone to more permanent housing. People moving into transitional housing have often been victims of a change in circumstance. For example, a lost job has meant the rent can't be paid, a marriage break-up leaves one partner with no money or support, or a person may lose the support of – or can no longer live with – other family members. A key element of transitional housing is that it's a temporary option, and tenants must actively work with their support provider to apply for long-term housing.

Wraparound services are support services delivered through a holistic method that is tailored to each person, taking into account their circumstances and particular needs. In a wraparound approach, multiple services are coordinated so as to work collaboratively in a way that is responsive to each aspect of a person's situation. Wraparound services are particularly used to build long-term capabilities for individuals and families, which extend beyond any immediate crisis, providing skills to sustain a more stable living situation into the future.

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DRAFT

11.3 Yarra Black Lives Matters Movement - Public Art Civic Signage Opportunities

Reference: D20/124084
Authoriser: Group Manager People and Culture

Purpose

1. To present Council with public art and civic signage opportunities to promote Council's support for the Black Lives Matter movement and stopping Aboriginal deaths in custody.

Background

2. Council resolved to support and engage the community on a range of issues connected to systemic racism and injustice for the Aboriginal and Torres Strait Islander people in Australia.
3. It committed to ongoing consultation with the Wurundjeri Woi Wurrung, Aboriginal and Torres Strait Islander community in Yarra, through Council's Yana Ngargna Advisory Group, on how Yarra Council should acknowledge this ongoing and long term struggle against racism and injustice and the connection to the Black Lives Matter movement and Aboriginal deaths in custody.
4. Council recognised the opportunities to achieve change to historic and enduring injustices during this moment of global activism and mainstream support for Black Lives Matter, and that public art and civic signage could help maintain mainstream momentum and community engagement with the Black Lives Matters movement as connected to Aboriginal deaths in custody.
5. Following Council's resolution, a Black Lives Matter/Stopping Deaths in Custody Working Group has been convened to assist officers to implement any actions arising from the Council resolution and as a consultative body to inform reports back to Council related to this matter specifically. The proposals detailed in this report have been developed with the group.
6. The group is open to Aboriginal and Torres Strait Islander people with a connection to Yarra and includes Council Officers. It is anticipated the group will meet fortnightly until the actions identified in the Council resolution has been completed.
7. In developing the proposals for public art and civic signage, officers prepared:
   (a) A site analysis public art and civic signage opportunities across Yarra;
   (b) An environmental scan of upcoming and longer term projects that could be related to this matter; and
   (c) A survey of public art and civic signage works that are currently being created across the world.
8. The two public art and civic signage projects supported by the community for immediate consideration are a poster project to promote the message and a cultural precinct to create a public space for the community.
9. The criteria used to choose the priority projects for action include:
   (a) Connection to Yarra and its local community;
   (b) Ease of implementation;
   (c) The impact it would have in the immediate and long term; and
   (d) The funding that is available.

Poster Campaign

10. The poster campaign was very well received by the working group members. The group highlighted the importance of wearing t-shirts with artwork and slogans to the community, even more so in times of physical isolation to be able to wear t-shirts, caps and jumpers to online meetings to show their support for a particular cause. It can be adapted and disseminated through a variety of channels and reaching a variety of audiences. Major thoroughfares such as Hoddle Street and high profile buildings were prioritised for displaying the message. The project can be adapted to:

    (a) Digital platforms;

    (b) Street posters and indoor posters;

    (c) Banners;

    (d) Largescale projections;

    (e) Decals; and

    (f) Merchandise.

11. If it is designed by an Aboriginal artist, it would also anchor the message to the local community, making it unique and distinct in the context of a global movement, provide employment to local Aboriginal community members.

12. It also encourages the broader community who support this movement to get behind the campaign by wearing the merchandise, displaying the posters, sharing the message on digital platforms etc.

13. Officers have reallocated $5,000 of existing resources to begin the work on the poster project, this would kick-start some of the channels where it could be displayed and further funding would enable the message to be disseminated more widely.

Cultural Precinct

14. Creating more murals and new public artworks was a strong feature of the discussion by the working group. Many sites were discussed as potential future locations for new murals by Aboriginal artists or paste up installations that celebrated the local community.

15. It was determined that a new mural for the Council owned building on 12 Peel Street Collingwood be recommended given what currently happens on this site now and the upcoming opportunities in the redevelopment of adjacent Cambridge Street Reserve. It is anticipated that painting a mural on this site will pave the way for the creation of a cultural precinct; this type of impact could not be achieved elsewhere at the moment.

16. It is envisaged that an Aboriginal artist would be commissioned to make a new work that could be inspired by Reko Rennie's whole of building murals in Redfern and Oxford Street Sydney and by the recent mural of Adam Goodes also in Sydney.

17. The eastern wall of 12 Peel Street has been a site for murals for the past years; these have been changed over as new mural opportunities arise.

18. The northern wall of Peel Street Park is a site of Council's curated winter projection series. Artists are chosen each year to present a projection work each month on the site, with works by Aboriginal and Torres Strait Islander artists strongly represented in the program.

19. The redevelopment of Cambridge Street Reserve is currently open for community feedback and officers have already received submissions for Aboriginal naming and artworks to be included in the redevelopment already.

20. This project is funded by the Victorian Government and there is scope within the project to included integrated public artworks in the redevelopment.

21. Creating this cultural precinct would showcase the strong Aboriginal community identity and culture in our buildings and open spaces. It has the potential to create a safe and welcoming visible space for the community to meet, play and socialise.

External Consultation

22. Members of the Yana Ngargna Group and members of the Stopping Deaths in Custody Working Group have been consulted.

23. Bakehouse Studios have offered their support for the poster campaign on their walls on Hoddle Street Richmond.

24. The Northern Metropolitan Regional Aboriginal Justice Advisory Committee have been approached for possible external funding towards the poster project.

Internal Consultation (One Yarra)

25. Officers from Arts and Cultural Services, Aboriginal Partnerships, Open Space Planning and Design, Communications Advocacy and Engagement and Road Services have been consulted in the preparation of this report.

Financial Implications

26. The poster campaign can be scaled according to the budget available.

27. An initial $5,000 has been reallocated from existing resources to initiate the campaign and facilitate the following outcomes:

    (a) Artist Fee

    (b) Various merchandise

    (c) A3 posters and large scale poster paste up sites

28. Preliminary costs for other platforms for the Poster Project have been sourced to provide a guide about future options. They include but are not limited to:

    (a) FlagTrax banners for Richmond Town Hall;

    (b) Street Posters; and

    (c) Various other merchandise.

29. A budget of $30,000 is required for a new largescale mural for 12 Peel Street Collingwood. This is based on similar sized works for the Charcoal Lane Mural and the mural on the Richmond Station wall near the Molly Meldrum statue. Council has made an allocation in the 2020/21 budget to enable this commission to be undertaken.

30. The integrated art can be incorporated into the Cambridge Street Reserve redevelopment, this project is already funded.

Economic Implications

31. The projects are developed to inspire social action and to create awareness and change in relation to the issues arising from the Black Lives Matter movement. In doing so it supports the development and growth of the creative and cultural communities through:

    (a) the commissioning of contemporary artworks that reflect local culture;

    (b) supporting and providing employment to Aboriginal artists, industry and community members;

    (c) development of contemporary art practice; and

    (d) contributing to the economic development of Yarra's creative industry.

32. Yarra is recognised as a home for the arts and of diverse communities and people are drawn here to live, work and visit because of its creative culture. Continued support of our creatives and communities reflects and contributes to the culture of the municipality and provides further opportunities for people to experience art and as part of everyday life.

33. Development of a cultural precinct creates a unique place that will provide further reason for people to visit Yarra and spend time engaging in local economies whilst they are here.

34. The quotes for the merchandise in the poster campaign contained in this report is Currency Communications who are now a fully Kinaway, Supply Nation, social enterprise and 100% Aboriginal owned. They specialise in Australian labour and materials, as well as being Aboriginal owned and operated.

Sustainability Implications

35. Engage sustainable manufacturers who adopt eco-friendly practices and responsibly-sourced materials in the production of merchandise for the poster campaign.

Climate Emergency Implications

36. Not relevant to this report.

Social Implications

37. Yarra's community is proudly diverse. Arts and cultural activities offer important opportunities for self-expression and for cross-cultural understanding. They contribute to an open, engaged, and connected community. Arts and cultural activities enable people to connect with each other around common interests and to come to a better understanding of each other by navigating and exploring differences.

38. The poster project invites the wider community to acknowledge a range of issues connected to systemic racism and injustice for the Aboriginal and Torres Strait Islander people in Australia. It creates the conditions for society to shift, giving the wider community an opportunity to better understand one's place in it, examine it, and invite change.

39. The cultural precinct creates opportunities for visibility and sharing of Aboriginal and Torres Strait Islander history and creativity. This presence and recognition creates pride for the community, being able to tell and see their own stories and opportunities for the broader community to engage with and experience this living culture. It also creates a place for community members to sit, meet and celebrate events in.

40. It is through arts and culture that we tell our own stories and to hear the stories of others. These are the stories of our history, culture and collective values.

41. The projects recognise that the City of Yarra is a home to artists and is enriched by their creativity, and to engage with local artists and local communities.

42. Engaging with the community via projection, posters, murals and various other art forms enables participation with the cultural life of the Indigenous community, to value the contribution Aboriginal and Torres Strait Islander peoples have made and continue to make in the area, to enjoy the arts and the opportunities this brings for social connectedness.

43. Enhancing indoor and outdoor public spaces throughout Yarra facilitates public and participatory arts as an everyday experience, contributing to a sense of belonging and custodianship and the stimulation of creativity.

Human Rights Implications

44. Participation in the cultural life of the community and enjoyment of the arts is a fundamental human right under article 27 of the United Nations' Declaration of Human Rights. Creativity and culture is central to our identity, to the liveability of our communities, to our social cohesion and to our productivity. Council is committed to upholding the proud Aboriginal history of Yarra and to promoting its rich cultural heritage and contemporary arts practices.

Communications with CALD Communities Implications

45. Not considered in this report.

Council Plan, Strategy and Policy Implications

46. Yarra is on the traditional land of the Wurundjeri Woi Wurrung people and respect for Traditional Owners and for all Aboriginal and Torres Strait Islander peoples is a Council priority.

47. The two projects addresses many of Council's social, cultural and planning frameworks as well as the following strategic objectives of the Council Plan (2017-2021):

48. A Healthy Yarra: 1.8 Provide opportunities for people to be involved in and connect with their community.

49. An Inclusive Yarra: 2.3 Continue to be a local government leader and innovator in acknowledging and celebrating Aboriginal history and culture in partnership with Traditional Owners

50. An Inclusive Yarra: 2.4 Acknowledge and celebrate our diversity and people from all cultural backgrounds.

51. A prosperous Yarra: 5.5 Facilitate and promote creative endeavour and opportunities for the community to participate in a broad range of arts and cultural activities.

Legal Implications

52. Agreements will be entered into for the commissioning of artists, adopting industry best practice guidelines.

Other Issues

53. There are more public art and place-making opportunities identified in existing projects and privately owned sites that have been offered for artists to create more works. These will be considered and incorporated into the planning after the audit of the public monuments, plaques, place and building names have been completed, or as the opportunities arise.

Options

54. To demonstrate Council's support for the Black Lives Matter movement there are a number of opportunities that can be realised over the coming months. The following have been developed with the Yana Ngargna Group and members of the Stopping Deaths in Custody Working Group:

    (a) the creation of a Yarra specific Poster Project to promote the local voices of the community in the context of a global movement; and

    (b) the creation of an Aboriginal and Torres Strait Island cultural precinct that is both practical and symbolic and have an enduring impact for the community. This includes:

        (i) commissioning of a new mural by an Aboriginal and Torres Strait Islander artist for building on 12 Peel Street Collingwood;

        (ii) continuing to showcase Aboriginal and Torres Strait Islander artists' works on the projection wall within Peel Street Park;

        (iii) commissioning Aboriginal and Torres Strait Islander artists to create integrated public art in the redevelopment of the Cambridge Street Reserve; and

        (iv) acknowledging the Aboriginal and Torres Strait Islander community in any new naming of the Cambridge Street Reserve in redevelopment.

Conclusion

55. Yarra is an important place in Australia as he Aboriginal and Torres Strait Islander community; the suburbs of Fitzroy and Collingwood as the cradle of Aboriginal affairs in Victoria, the birthplace of important Aboriginal organisations, the centre of political activism and a meeting place for Aboriginal people to link-in with family, community and services.

56. In this moment of global activism and mainstream support for Black Lives Matter, there is an opportunity for Council to work with the community to localise and amplify this movement.

57. The opportunities for public art and civic signage presented in this report could help maintain mainstream momentum and community engagement with the Black Lives Matters movement as connected to Aboriginal deaths in custody. It presents a considered approach that has been supported by the community members Council has consulted and can be scaled according to Council's determination.

RECOMMENDATION

1. That Council:

   (a) endorses the commencement of the Poster Project to promote the local voices of the community in the context of a global movement;

   (b) authorises officers to find new avenues and partnerships to promote and expand the reach of the Poster Project as an ongoing campaign; and

   (c) notes further reports are scheduled to be presented to Council arising from the resolution on the Black Lives Matter, stop deaths in custody issue.

CONTACT OFFICER: **Siu Chan**
TITLE: **Unit Manager Arts, Culture and Venues**
TEL: **9205 5045**

Attachments

1⇩ July 2020 BLM Public Art and Civic Signage Opportunities
2⇩ Black Lives Matter Public Art Civic Signage Image Gallery
3⇩ Black Lives Matter Public Art + Ideas

Attachment 1 - July 2020 BLM Public Art and Civic Signage Opportunities

BLACK LIVES MATTER – DEATHS IN CUSTODY

PUBLIC ART AND CIVIC SIGNAGE OPPORTUNITIES

1. BLAK LIVES MATTER – DEATHS IN CUSTODY POSTER PROJECT









DESCRIPTION:

A **POSTER CAMPAIGN** that can be designed by Aboriginal artist/s with the key message and can be used in a number of platforms and formats such as:

- Largescale Projections (onto buildings and edifices)
- Pasteups across multiple sites (such as MAYSAR, supporting organisations, Aboriginal organisations, Bakehouse Studios on Hoddle Street)
- Corflutes that can be distributed to residents to display on fences
- Banners
- Digital platform (social media, website banners etc)
- Merchandise (T-shirts, pins, badges)
- Limited edition art posters

Rationale:

- Can be easily done.
- Can be scaled up and disseminated in a diffused way.
- Can offer multiple organisations and individuals to get involved
- Temporary and longer term outcomes

- Can be sold to raise funds
- Can engage Aboriginal artists

Timeframe:

Can be done within 4 weeks. The dissemination and formats can continue as an ongoing campaign.

Cost:

$5,000 initial project budget that involves:

- Design cost: $500 fee
- Paste ups: $1,500
- T-shirts: $1,000 for community members, then to be sold at $35 each
- Projection: $1,500
- Banners: $500

2. CULTURAL PRECINCT PROJECT









Attachment 1 - July 2020 BLM Public Art and Civic Signage Opportunities





DESCRIPTION:

To create a precinct that connects Peel Street Park & the Cambridge Reserve that includes a mural on the Peel Street building owned by Council, a projection site that can be programmed and a new

parklett that can include integrated artwork and naming opportunities and also a future event site for events such as Smith Street Dreaming.

Rationale:

- Council controlled spaces and can be done and staged.
- Cambridge Reserve is a funded project, already in development.
- Can engage Aboriginal artists
- Temporary and long term outcomes
- Ongoing opportunities to program the site

Timeframe:

Mural can be done within 4 weeks.

Projection program already in place.

Cambridge Reserve to be delivered in 2021

Cost:

Mural estimate: $30,000

Projection program: existing funding

Cambridge Reserve development: secured funding.

3. FUTURE PROJECTS:

1. **Otter Street Parklett development** – funded project to be delivered in 2021. Opportunity for integrated art & naming
2. **Mural projects** [Stanley Street Collingwood (TAB wall), Moor Street Fitzroy (private wall) Hodgson Street Fitzroy (Woolworths wall)] – not yet funded, consider an annual program to ensure this is considered and create opportunities to engage with the community.
3. **Permanent public art** [corner of Brunswick and Gertrude Street & others to be identified as part of a larger audit process] – requires longer term consideration to get it right.

Attachment 2 - Black Lives Matter Public Art Civic Signage Image Gallery

Black Lives Matter **Public Art and Civic Signage** Opportunities **Image Gallery**







Black Lives Matter
Friday, June 5, 2020
City workers and Activists
16th Street NW, Washington, D.C







A #BlackLivesMatter public art piece from Morgan State University students, created as part of JR's ongoing *Inside Out* project, 2015, Paste-ups

Attachment 2 - Black Lives Matter Public Art Civic Signage Image Gallery

Black Lives Matter **Public Art and Civic Signage** Opportunities **Image Gallery**



In front of Dr. Carter G. Woodson African American Museum, St. Petersburg, Florida



Reko Rennie
Remember Me, 2020
neon
5m x 25m
Carriageworks entrance, Sydney



Reko Rennie
Always was always will be, 2010
paint, neon
Intersection with Campbell Street / Flinders Street / Oxford Street, DARLINGHURST,
Sydney



Reko Rennie
Welcome to Redfern, 2012
Redfern, Sydney

Attachment 2 - Black Lives Matter Public Art Civic Signage Image Gallery

Black Lives Matter **Public Art and Civic Signage** Opportunities **Image Gallery**



Adnate
2011/12
Fitzroy





Adnate
William Cooper and the late
Pastor Sir Douglas Nicholls
KCVO OBE MBE
Aunty Margaret Tucker (MBE)
and Nora "Nanny" Charles
Shepparton

Attachment 2 - Black Lives Matter Public Art Civic Signage Image Gallery

Black Lives Matter **Public Art and Civic Signage** Opportunities **Image Gallery**



Jonathan Jones
barrangal dyara (skin and bones), 2016
vast sculptural installation across 20,000 square-metres of the Royal Botanic Garden, Sydney



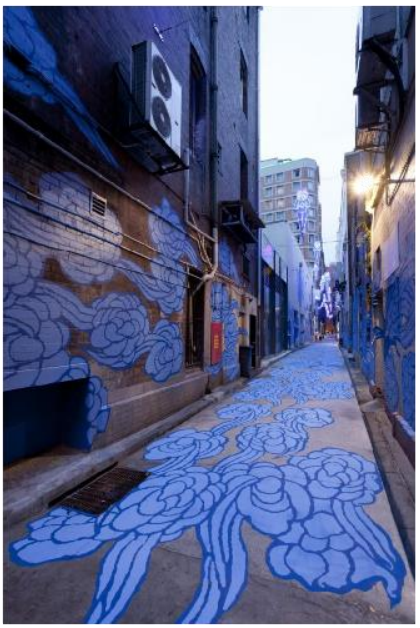


Jonathan Jones
untitled (maraong manaóuwi), 2020
red and white gravel
Hyde Park Barracks Museum Queens Square, Macquarie Street, Sydney





Jason Wing
In Between Two Worlds, 2013
Little Hay St to Hay St, HAYMARKET, Sydney



Attachment 2 - Black Lives Matter Public Art Civic Signage Image Gallery

Black Lives Matter **Public Art and Civic Signage** Opportunities **Image Gallery**



Rainbow footpath cnr Gertrude and Smith Street Fitzroy 2014



Glenn Romanis
Sites of Significance Sculptural Streetscape, 2010
wood, stone, steel
Location: Cnr. Stanley St. and Smith St., Collingwood



Kelly Koumalatsos
Delkuk Spirits, 2002
bronze
236 x 203 x 143cm irregular
Location: Cnr. Gertrude St and George St, Fitzroy

Attachment 2 - Black Lives Matter Public Art Civic Signage Image Gallery

Black Lives Matter **Public Art and Civic Signage** Opportunities **Image Gallery**





Nick Azidis
Projection work as part of Stolen Generations Marker Launch event at Atherton Gardens Fitzroy 2018



Rebeccah Power & William Wilding
Shaping Change 2016
Peel Street Park Collingwood



Robert Young, Heesco, Makatron
Celebration Dreaming, 2017
Charcoal Lane, Fitzroy

Attachment 3 - Black Lives Matter Public Art + Ideas

Black Lives Matter

Response to Council Motion: **Public Art & Civic Signage Opportunities**

Considerations

- Murals and projections can be **images** and/or **text.**
- Murals generally have a life span 5-10 years.
- Sculptures generally have a life span of 25 years plus.
- Projections more likely to be temporary/short term installations.
- Cost estimates for painting on road and footpaths is $40-50 m2 plus traffic management.
- Cost estimate for projection $2-5k per site.
- Cost estimate for murals $5k+ (dependent on artist fees, traffic management and equipment hires).
- Cost estimate for sculptures $30k+

Proposed location	Type of work suitable for the location	Timeline: short, medium & long term	Further information	Site image
Gertrude Street (road)	Signage	Short term	• Council controlled road • Yarra Trams needs to give permission. • **Recommend broader community consultation.**	

Attachment 3 - Black Lives Matter Public Art + Ideas

Corner of Brunswick Street and Gertrude Street (Atherton Gardens corner) – Brunswick Street Masterplan – Fitzroy	Sculpture	Long term project	• Council controlled location • Site has been identified as opportunity for significant artwork. • Budget, consultation, process yet to be determined.	
Atherton Gardens buildings - Fitzroy	Mural work, projection (temporary)	Short /medium term projects	• DHHS controlled location • Mural project by Reko Rennie working with Juddy Roller Studio already in discussion with DHHS (not Council project) • Projection work previously undertaken on building site for festivals and events • With permissions and funds temporary projection could be set up in short period of time. • **Engagement with Atherton Gardens required.**	
Otter Street Pocket Park, Collinwood	Integrated art, naming of park	Long term	• Council managed site • Development of a new pocket park supported by Victorian Government funding • Currently in early stages of community consultation for ideas • Planning taking place early 2021	

Attachment 3 - Black Lives Matter Public Art + Ideas

Cambridge Street Reserve expansion	Integrated art, naming of park	Long term	• Council managed site • Extension to a park supported by Victorian Government funding • This space will include a playground • Currently in early stages of community consultation for ideas • Planning taking place early 2021	
Smith and Moor Street - Fitzroy	Mural	Short /medium term projects	• Private property – permissions required • Property owners are open to mural on wall but would like to know proposal before considering. • **Engagement with broader community not required.**	
Little Napier Street (next to Charcoal Lane)	Laneway mural on **road**. Mural on **wall** opposite Charcoal Lane mural	Short /medium term projects	• Laneway controlled by Council • Walls private property • Question if laneway behind Charcoal Lane can be named • **Laneway painting would require community engagement.** • **Wall mural would not require consultation but permissions from owners.**	

Attachment 3 - Black Lives Matter Public Art + Ideas

Corner of Smith and Gertrude Street - Fitzroy	Footpath mural Sculpture	Short & Long term	• Not Council owned site. • Rainbow painted on footpath already • Permissions required. • Minimal community engagement required.	
Peel Street Park building – Peel Street Collingwood	Mural	Short term	• Council owned building. • Mural currently there but only temporary and can be painted over. • Peel Street Park is a projection site for winter series. • **Engagement with broader community not required.**	
TAB wall 314 Smith Street/Stanley Street Collingwood	Mural - Ideas of portraits of Parkie Inc. community.	Short /medium term projects	• Located next to the Glenn Romanis artwork. • Private property – permissions required • TAB has been communicated with in 2013 about use of wall for a portrait, but request was unsuccessful. Paste up project was successful for 6 months but were asked to be taken down by a resident. • Smith Street Dreaming event location. • **Engagement with broader community not required but recommend discussion with SSD working group.**	

Attachment 3 - Black Lives Matter Public Art + Ideas

Woolworths, Smith Street Fitzroy	Mural, paste up	Medium/Long term	• Large wall could be a significant mural site • Private property – permissions required • **Engagement with broader community not required**	
Trippy Taco wall, Little Smith Street	Mural		• Some discussion with Robert Young and Ray Thomas about a mural at this site recognising family members (grand parents/great grandparents) • Private property – permissions required. Property owners not approached. • **Engagement with broader community not required**	
Smith's Reserve, Alexander Pde, Fitzroy	Mural	In progress	• Commission in progress by Arkie Barton on a wall which is Council property and approved by the wall designer. • Council controlled location	

11.4 Supplementary Report for PLN19/0570 - 81-89 Rupert Street Collingwood

Executive Summary

Purpose

This report provides Council with supplementary information in respect of planning permit application PLN19/0570 which affects land at 81-89 Rupert Street, Collingwood, in regard to the following:

(a) Proposed Planning Scheme Amendment C283yara and request for Council's view dated 27 July 2020.

All information and assessment provided within the original officer report presented to the IDAC of 15 July 2020 remains current including the minutes of that IDAC meeting and are pertinent to the consideration of this amendment.

CONTACT OFFICER: **John Theodosakis**
TITLE: **Principal Planner**
TEL: **9205-5307**

11.4 Supplementary Report for PLN19/0570 - 81-89 Rupert Street Collingwood

Reference: D20/130979
Authoriser: Manager Statutory Planning

Ward:	Langridge
Proposal:	Part demolition and construction of a thirteen-storey, mixed use (containing a residential hotel, offices, retail premises, cinema, restaurants, restricted recreation facilities, artist studios, and art gallery) building (inclusive of mezzanine levels) and a reduction in the car parking requirement.
Existing use:	Office space
Applicant:	Grace Brown – Senior Consultant - Urbis
Zoning / Overlays:	Commercial 2 / Heritage Overlay / Design and Development Overlay – Schedule 11
Date of Application:	30th August 2019
Application Number:	PLN19/0570

Background

1. This report provides Council with supplementary information in respect of planning permit application PLN19/0570 which affects land at 81-89 Rupert Street, Collingwood.
2. The agenda and associated minutes of Council's Internal Development Approvals Committee (IDAC) of 15 July 2020, remains current and pertinent to the consideration of this amendment.
3. The application is subject to a Section 79 'failure to determine within the prescribed time' appeal with the Victorian Civil and Administrative Tribunal (VCAT). A compulsory conference (CC) was held on 29 July 2020. Pending the process of this consideration for a 'call in' by the Minister for Planning, the application has been scheduled for a second CC at the VCAT on 24 August 2020. If consent cannot be reached between the parties at that CC, the matter is scheduled to proceed to a full merits hearing over four days, commencing 28 September 2020.

   Proposed Yarra Planning Scheme Amendment C283yara

4. On 27 July 2020, Council received notification that the Minister for Planning (the Minister) *is considering preparing an amendment to the Yarra Planning Scheme under section 20(4) of the Planning and Environment Act 1987* (the 'Act') *to amend the Schedule to Clause 45.12 'Specific Controls Overlay' to apply a Specific Controls Overlay SCO14 to the site, insert the incorporated document 'Walk Up Village, 81-89 Rupert Street, Collingwood – August 2020', and make other associated changes. The amendment would facilitate the development generally as proposed in Yarra planning permit application PLN19/0570 (VCAT reference no. P520/2020).* A copy of the notice and the draft amendment is attached to this report, namely Attachment 1.
5. The Minister is seeking council's views under section 20(5) of the *Planning and Environment Act 1987* (the Act) about the proposed development of the site and the drafting of the proposed amendment that has been based on the draft conditions outlined in IDAC agenda of 15 July 2020 and the application information provided by the Building Victoria's Recovery Taskforce – an advisory group to the Minister for Planning.

6. Before deciding on whether to prepare, adopt and approve the proposed amendment, the Department of Environment, Land, Water and Planning (the '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 27 July 2020 letter with a subsequent 1 week extension to the 21 August 2020.

7. The purpose of this report is to formalise Council's position on the proposed amendment to the Yarra Planning Scheme (the 'Scheme') to provide to DELWP and the Minister for their consideration.

8. 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 C283yara.

Summary

9. This supplementary report will assess the proposed planning scheme amendment, recommending Council's position to accord with the minutes of the IDAC of the 15th July and modify conditions to suit the Scheme amendment process.

10. As Council is not 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

11. In considering the proposal, Council must turn its mind to:

    (a) Planning Scheme Amendment C283yara.

Planning Scheme Amendment C283yara

12. The proposed Planning Scheme Amendment C282yara, would result in the following:

    (a) amends Planning Scheme Map 6SCO and applies it to the land at 81-89 Rupert Street, Collingwood;

    (b) amends the Schedule to Clause 45.12 (Specific Controls Overlay), applies SCO14 to the land at 81-89 Rupert Street, Collingwood and inserts the incorporated document titled 'Walk Up Village, 81-89 Rupert Street, Collingwood – August 2020'; and

    (c) amends the Schedule to Clause 72.04 (Documents Incorporated in this Planning Scheme) of the scheme by inserting the incorporated document titled 'Walk Up Village, 81-89 Rupert Street, Collingwood – August 2020'.

13. The proposed Incorporated Document is based on the Officer's recommendation included within the IDAC Agenda dated 15 July 2020 and not the minutes which reflect the Council position on the application, in this regard it is recommended that Council advise the DELWP of this matter and attach the minutes of that meeting to Council's response and request that the Incorporated Document be further redrafted to align with these.

14. It is acknowledged that 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).

15. Additionally, the currently drafted provisions formalise the sketch plans dated 22 May 2020 and delete condition 1(a) (i – vii) as outlined in the minutes. These changes are determined to be drafting changes and are considered acceptable

Conclusion

16. Proposed Planning Scheme Amendment C283yara is required to be updated to reflect the minutes of the 15 July 2020 IDAC, before Council can be satisfied that it provides an acceptable planning outcome. The facilitation of the development through Planning Scheme Amendment C283yara subject to the conditions detailed within the Minutes of the 15 July IDAC meeting, will provide greater certainty regarding the delivery of the project and as such, this approach is supported.

17. 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 the clauses updated to reflect all conditions of the Minutes of the 15 July IDAC meeting as identified in the recommendation below.

RECOMMENDATION

1. That the Council resolves to advise the Minister for Planning that it supports the Proposed Planning Scheme Amendment C283yara for part demolition and construction of a thirteen-storey, mixed use (containing a residential hotel, offices, retail premises, cinema, restaurants, restricted recreation facilities, artist studios, and art gallery) building (inclusive of mezzanine levels) and a reduction in the car parking requirement at 81 – 89 Rupert Street, Collingwood generally in accordance with the plans noted previously as the "decision plans" and subject to the following modifications to clause 6.0 (changes shown in **bold** and underlined, and where wording associated with the minutes have changed, **bold**, underlined and coloured red):

Clause 6.0

Amended Plans

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 permit. The plans must be drawn to scale with dimensions, and three copies must be provided. The plans must be generally in accordance with the plans prepared by 6a Architects, dated 22 May 2020, but modified as follows:

General

(a) Correction of north point on floor plans;

(b) Plans correctly to label each floor level;

(c) All retail premises to be shown as 'shop' on the floor plans;

Design

(d) Deletion of the tenth and eleventh levels and consequent reduction in overall building height;

(e) The setback of the new portion of building (i.e. the northern tower) behind the heritage façade of the former *Davis' Pickle and Sauce Factory* building, increased to 5m from the eastern (front) boundary and the existing roof behind the parapet, of equal depth, maintained with corresponding deletion or redesign of the terrace area;

(f) Retention of existing facade windows (with the exception of that to the immediate north of the central door) of former *Davis' Pickle and Sauce Factory* building;

Bicycle and Car parking

(g) The 'stair' between the ground floor and mezzanine level bike parking facility deleted and replaced with a ramp or lift compliant with AS2890.3 requirements. It is acceptable if the **total number of bike parking spaces is reduced to achieve this;**

(h) A minimum of 28 visitor spaces in a location easily accessible to visitors of the site with at least half **(50% of the total)** the visitor spaces horizontal at grade space (e.g. bike hoop) **provided on the ground floor, with at least four cargo bicycle spaces;**

(i) A minimum of 61 employee bike parking spaces in a secure location only accessible to employees of the site or residential hotel guests;

(j) Provision of e-bike charging locations for at least 5% of the total of bicycle spaces;

(k) The headroom clearance of the ramped access-way dimensioned;

(l) Plan notation from an accredited access consultant confirming that the accessible parking spaces are satisfactory from an accessibility perspective and satisfy the intent of the DDA;

(m) All column depths, setbacks and locations clearly annotated and dimensioned and positioned to ensure that they do not encroach into the parking space clearance envelopes;

(n) All ramp grade and transition grade lengths dimensioned;

(o) The deletion of any directional arrows and hold lines;

(p) The surface material of the setback area adjacent to the laneway different to that of the laneway to clearly demarcate the difference in surface treatment;

Reports

(q) Any requirement of the endorsed Façade Strategy and Materials and Finishes Plan (condition 3) (where relevant to show on plans);

(r) Any requirement of the endorsed Landscape Plan (condition 7) (where relevant to show on plans);

(s) Any requirement of the endorsed Sustainable Management Plan (condition 9) (where relevant to show on plans);

(t) Any requirement of the endorsed Green Travel Plan (condition 13) (where relevant to show on plans);

(u) Any requirement of the endorsed Waste Management Plan (condition 15) (where relevant to show on plans);

(v) Any requirement of the endorsed Acoustic Report (condition 18) (where relevant to show on plans including notations of key commitments); and

(w) Any requirement of the endorsed Wind Assessment Report (condition 24) (where relevant to show on plans).

6.2. Before demolition commences, a detailed and annotated photographic record of the former *Davis' Pickle and Sauce Factory* building context must be submitted to and approved by the Responsible Authority as a record of the building. The photographs must:

(a) Include the interior and each external elevation of the building;

(b) Be submitted in black and white format; and

(c) Be taken by a suitably qualified heritage photographer.

Façade Strategy and Materials and Finishes Plan

6.3 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:

(a) Elevations at a scale of 1:20 or 1:50 illustrating typical podium and tower details, entries and doors;

(b) Elevations at a scale of 1:20 or 1:50 detailing all reconstruction works of the northern and southern boundary returns of the former Davis Pickle sauce Factory including notations to say use of recycled bricks and details of all façade works including all restoration works and 'make good works' associated with works to the entries to be prepared by suitably qualified heritage architect;

(c) Section drawings to demonstrate façade systems, including fixing details and joints between materials or changes in form;

(d) Information about how the heritage façade **and portion of roof as required at Clause 6.1(e)** will be maintained, including any vegetation and informal seating; and

(e) A materials schedule and coloured drawings and renders outlining colours, materials and finishes and graffiti proofing of walls**, including doors, perforations and upper levels (where necessary).**

6.4 The use and development as shown on the incorporated plans must not be altered without the prior written consent of the Responsible Authority.

6.5 Before the endorsement of plans, written confirmation must be provided from the relevant water authority that the sewer vent in the laneway can either be retained in the existing location or is no longer required and can be removed. If neither of these options can occur, the sewer vent is to be relocated to the satisfaction of the relevant water authority.

6.6 As part of the ongoing progress and development of the site, 6a Architects 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

6.7 Concurrent with the plans requested at clause 6.1, an amended Landscape 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 the incorporated plans for this document. The plan must show:

(a) Reference to design changes as required by clause 6.1 and include additional landscaping as required by the amended Wind Assessment Report at clause 6.25;

(b) The landscaping on any of the upper levels and how this is going to be maintained, including information on waterproofing, growing media, irrigation and mulch;

(c) Details of how any mulch specified on the higher levels will not be at risk of blowing away during high wind events must be provided;

(d) Details of custom furniture proposed, ensuring safety and compliance standards are met; and

(e) All plants proposed confirmed to not be listed within DELWP *Advisory List of Environmental Weeds in Victoria*.

6.8 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.

Sustainable Management Plan

6.9 Concurrent with the plans requested by clause 6.1, 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 plan will be endorsed and will form part of this incorporated plans for this document.

The amended Sustainable Management Plan must be generally in accordance with the Sustainable Management Plan prepared by Atelier Ten dated June 2019 but modified to make reference to design changes as required by clause 6.1 and include the following details:

(a) Clarify provision of operable windows throughout office areas to reduce reliance on mechanical systems;

(b) The report and the proposed energy modelling to be consistent in its detailing (i.e. there are inconsistencies between the model input of VLT (0.55) for Glazing and the stated minimum (0.4);

(c) The type of glazing with regard to energy modelling and clarification of daylight modelling;

(d) Preliminary modelling or glazing calculations to support evidence for energy savings (i.e. note that a target over the 2016 reference case is required);

(e) Clarification regarding the consistency with zero carbon goal (i.e. this may not be feasible);

(f) Specify proportions as % of total, or GHG reduced and remove vague language from materials section;

(g) Provision of an EMP;

(h) Update architectural drawings to match details provided in any updated Waste Management Plan**; and**

(i) The rainwater tank connected to the toilets for flushing whilst maintaining a 100% STORM score.

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 Sustainability Management Plan, approved under this document, 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.

Car Park Management Plan

6.12 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 plan will be endorsed and will form part of the incorporated plans for this document. The plan must address, but not be limited to, the following:

(a) The number and location of car parking spaces allocated to each tenancy;

(b) Any tandem parking spaces allocated to a single tenancy;

(c) The number and location of car spaces for shared use, including time of shared use;

(d) The management of visitor car parking spaces and security arrangements for occupants of the development, including details on how residential visitors are to access car parking;

(e) Details of way-finding, cleaning and security of end of trip bicycle facilities;

(f) Policing arrangements and formal agreements;

(g) 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.; and

(h) Details regarding the management of loading and unloading of goods and materials.

6.13 The requirements of the endorsed Car Park Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

Green Travel Plan

6.14 Concurrent with the plans requested at clause 6.1, 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 plan will be endorsed and will form part of the incorporated plans for this document.

The amended Green Travel Plan must be generally in accordance with the Green Travel Plan prepared by One Mile Grid Traffic Engineering dated 3 July 2019 but modified to make reference to the plans as endorsed at clause 6.1.

6.15 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

6.16 Concurrent with the plans required by clause 6.1, 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 plan will be endorsed and will form part of the incorporated plans for this document. **The Waste Management Plan must include details of all waste procedures and on the provision of separate bins for glass, recycling and organics.**

6.17 The provisions, recommendations and requirements of the endorsed Waste Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

6.18 The collection of waste from the site must be by private collection, unless with the prior written consent of the Responsible Authority.

Acoustic Report

6.19 Concurrent with plans required by clause 6.1, an amended Acoustic Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the report will be endorsed and will form part of the incorporated plans for this document. The amended Acoustic Report must be generally in accordance with the Acoustic Report prepared by Wood and Grieve Engineers and dated 20 November 2019, but modified to include / make reference to:

(a) The plans requested at Clause 6.1; and

(b) Confirmation and evidence to show consideration and all amelioration measures required to address the location of any music venues including 'Rupert on Rupert'.

6.20 Within 6 months of the commencement of the residential hotel use, a supplementary Acoustic Report to the satisfaction of the Responsible Authority must be prepared by a suitably qualified acoustic engineer that confirms that all measures endorsed as part of the Acoustic Report required at clause 6.19 have been implemented. The supplementary report must be submitted to and approved by the Responsible Authority. When approved, the supplementary report will be endorsed and will form part of the incorporated plans for this document.

6.21 All uses must comply at all times with the State Environment Protection Policy — Control of Noise from Commerce, Industry and Trade (SEPP N-1).

6.22 All uses must comply at all times with the State Environment Protection Policy — Control of Music Noise from Public Premises (SEPP N-2).

6.23 The provision of music on the land must be at a background noise level at all times.

6.24 The provisions, recommendations and requirements of the endorsed Acoustic Report must be implemented and complied with to the satisfaction of the Responsible Authority.

Wind Assessment Report

6.25 Concurrent with the plans requested at clause 6.1, an amended Wind Assessment Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended report will be endorsed and will form part of the incorporated plans for this document. The amended Wind Assessment Report must be generally in accordance with the findings of the report titled *'Environmental Wind Speed Measurements on a Wind Tunnel Model of the 81-89 Rupert Street Development, Collingwood"* prepared and authored by MEL Consultants and dated 22 November 2019 (Revision No. 2) but modified to include (or show):

(a) Assessment of the development as amended pursuant to clause 6.1 with:

(i) Further assessment of the open air terraces on Levels 01 and 03;

(ii) Planting of established trees on Level 03 with a maintenance regime that ensures their survival; and

(ii) Application of stricter wind comfort criterions of '*stationary short exposure'* to the lift lobbies and tenancy entrance areas.

6.26 The provisions, recommendations and requirements of the endorsed Wind Assessment Report must be implemented and complied with to the satisfaction of the Responsible Authority.

Community Benefit Assessment Report

6.27 The Community Benefit Assessment Report prepared by SGS Economics and Planning dated 19 November 2019, must be updated to the satisfaction of the Responsible Authority to reflect the plans as required by clause 6.1 and their requirements. The updated report must also provide details in relation to the methods applied to ensure ongoing public access to all uses within the hours of operation detailed within this document (including the roof top garden). The updated report must be submitted to and approved by the Responsible Authority. When approved, the updated report will be endorsed and will then form part of the incorporated plans for this document.

Within 12 months of the uses commencing, confirmation from the developer must be submitted to the Responsible Authority that all community benefit measures outlined in the endorsed Community Benefit Assessment are operational.

Structural Report Requirement

6.28 Before the demolition commences, a structural report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the structural report will be endorsed and will form part of ~~this permit~~ the incorporated plans for this document. The structural report must be prepared by a suitably qualified structural engineer, or equivalent, and demonstrate the means by which the retained portions of building will be supported during demolition and construction works to ensure their retention.

6.29 The provisions, recommendations and requirements of the endorsed structural report must be implemented and complied with to the satisfaction of the Responsible Authority.

Residential Hotel Use / Management Plan

6.30 Concurrent with the plans required by clause 6.1, a Residential Hotel 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 then form part of the incorporated plans for this document. The plan must detail the following:

(a) Procedures, and standards for guests to minimise amenity and parking problems in the Neighbourhood;

(b) Ongoing measures to be taken to ensure residential hotel guests and visitors do not cause any unreasonable amenity impact to persons beyond the land;

(c) Establishment of a line of communication with adjoining owners and occupiers aimed at identifying and addressing amenity concerns; and

(d) An outline of all house rules intended to be used to manage residents and guests including:

(i) Guest behaviour;

(ii) Noise; and

(iii) Methods of eviction if house rules are broken;

(e) Details of eviction process in the event house rules are broken;

(f) Standards for property maintenance, health and cleanliness; and

(g) Security against thefts and break-ins, including security of guests' belongings.

6.31 The residential hotel use must be managed in accordance with the endorsed Residential Hotel Management Plan.

Retail (Shops)

6.32 Except with the prior written consent of the Responsible Authority, the retail (shops) use authorised by this document may only operate between the following hours:

(a) Monday to Sunday: 7.00am – 10pm.

Cinema

6.33 Except with the prior written consent of the Responsible Authority, the cinema authorised by this document may only operate between the following hours with up to 46 patrons:

(a) Monday to Sunday: 10.00am – 12 midnight.

Restaurant / food and drink premises / Restaurant Management Plan

6.34 Except with the prior written consent of the Responsible Authority, the restaurant(s) / food and drink premises authorised by this document may only operate between the following hours:

(a) Monday to Sunday: 7.00am – 12 midnight.

6.35 Except with the prior written consent of the Responsible Authority, the restaurant use authorised by this document may only operate with the following patron numbers:

(a) Unit B (Second floor): 350 patrons; and

(b) Unit B (Mezzanine): 110 patrons.

6.36 Concurrent with the plans required by ~~Condition 1~~ by clause 6.1, a Restaurant 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 then form part of ~~the permit~~ the incorporated plans for this document. The plan must detail the following:

(a) Procedures, and standards for managing patrons and any parking issues to minimise amenity impacts to the surrounding neighbourhood; and

(b) Ongoing measures to be taken to ensure patrons do not cause any unreasonable amenity impact to persons beyond the land.

6.37 The restaurant use must be managed in accordance with the endorsed Restaurant Management Plan.

Restricted Recreation

6.38 Except with the prior written consent of the Responsible Authority, the restricted recreation areas authorised by this document may only operate between the following hours:

(a) Monday to Sunday: 5.00am – 10pm.

6.39 Except with the prior written consent of the Responsible Authority, the restricted recreation areas authorised by this document may only operate with the following patron numbers:

(a) Unit C - Wellness Suite: 150 Patrons; and

(b) Gymnasium: 150 patrons.

Developer contribution

6.40 Prior to the commencement of the development, this developer of the site must pay the Responsible Authority a ~~$5,000~~ **$10,000** contribution for the installation of a contra-flow bicycle lane **with supporting signage both on-road** on Rupert Street between Gipps Street and Langridge Street **and at vehicle entry points** – or similar bicycle access improvements to the subject site as agreed in writing **to the satisfaction of the Responsible Authority**.

6.41 The Responsible Authority must use the funds on the agreed project within 12 months of the practical completion of the development. After 12 months of the expiry of this document, the document holder may request a refund for the full amount if the agreed project has not been commenced **or is not proposed to proceed.**

Road Infrastructure

6.42 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.

6.43 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 outside the building's frontage must be constructed:

(a) At the permit holder's cost; and

(b) To the satisfaction of the Responsible Authority.

6.44 Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, all public infrastructure, including re-sheeting of the footpath for the entire width of the property must be pursued:

(a) At the permit holder's cost; and

(b) To the satisfaction of the Responsible Authority.

6.45 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.

Car parking

6.46 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.

6.47 Except with the prior written consent of the Responsible Authority, no less than 40 car spaces must be provided on the site at all times.

Loading on Site

6.48 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.

Lighting

6.49 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 and internal laneway 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

6.50 Finished floor levels shown on the endorsed plans must not be altered or modified without the prior written consent of the Responsible Authority.

6.51 Speakers external to the building (inclusive of the balcony / terraces and rooftop areas) must not be erected or used.

6.52 As part of the ongoing progress and development of the site, 6a Architects (being the architect who designed the building), 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.

6.53 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.

6.54 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.

6.55 All buildings and works must be maintained in good order and appearance to the satisfaction of the Responsible Authority.

6.56 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.

6.57 Delivery and collection of goods to and from the land may only occur between 7am and 10pm Monday to Saturday, or after 9am on a Sunday or public holiday except for those allowed under any relevant local law.

Construction Management

6.58 Before the use and 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 the incorporated plans for this 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 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.

Construction Times

6.59 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.

7.0 EXPIRY OF INCORPORATED DOCUMENT

7.1 Notwithstanding other provisions of this document, 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 C283yara; and

(b) If a new development proposal is applied for.

End of Document

CONTACT OFFICER: **John Theodosakis**
TITLE: **Principal Planner**
TEL: **9205 5307**

Attachments

1⇩ PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

2⇩ PLN19/0570 - 81-89 Rupert Street, Collingwood - IDAC Minutes - 15 July 2020

3⇩ PLN19/0570 - 81-89 Rupert Street, Collingwood - Section 20(5) of the PE Act, 1987 letter to Council

4⇩ PLN19/0570 - 81- 89 Rupert Street - C283yara Draft Amendment Document

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

1.2	**PLN19/0570 - 81 – 89 Rupert Street, Collingwood. - Construction of mixed use (up to thirteen storeys - containing a residential hotel, retail (shops), cinema, restaurants, restricted recreation facilities – permit required uses) building (inclusive of mezzanine levels) and a reduction in the car parking requirement.**

Executive Summary

Purpose

1. This report provides Council with an assessment of planning permit application No. PLN19/0570 which affects land at 81 – 89 Rupert Street, Collingwood.

VCAT Proceedings

2. On 11th March 2020, Council was informed that the applicant had lodged a Section 79 of the *Planning and Environment Act*, 1987 (the "Act") 'failure to determine within the prescribed time' appeal with the Victorian Civil and Administrative Tribunal (the "VCAT").

3. A compulsory conference is scheduled on 29 July 2020.

4. If consent cannot be reached between the parties involved, the matter will proceed to a full hearing over four days, commencing 28 September 2020.

Key Planning Considerations

5. Key planning considerations include:

   (a) Clause 15.01 – Urban Environment;
   (b) Clause 21.05 – Built Form;
   (c) Clause 22.02 – Development Guidelines for Sites Subject to the Heritage Overlay;
   (d) Clause 22.05 – Interface Uses Policy;
   (e) Clause 22.07 – Development Abutting Laneways Policy;
   (f) Clause 34.02 – Commercial 2 Zone; and
   (g) Clause 52.06 – Car Parking.

Key Issues

6. The key issues for Council in considering the proposal relate to:

   (a) Strategic justification;
   (b) Use(s);
   (c) Built form, Heritage and Urban Design;
   (d) On-site amenity including Environmentally Sustainable Design;
   (e) Off-site amenity;
   (f) Car parking, traffic and access; and
   (g) Objector concerns.

Submissions Received

7. Eighteen (18) objections were received to the application, these can be summarised as:

   (a) Heritage and Design:

      (i) Design, size, height and mass of the development is inconsistent with the existing neighbourhood character and is an overdevelopment;

(ii) The existing building will lose its identity and link associated with the "working class" of the area; and
(iii) The design is too "brutal".

(b) Use and Off-Site Amenity Impacts:

(i) Noise, overshadowing, blocking of views and shadows cast over solar panels;
(ii) Overshadowing of the public realm;
(iii) The development will block views and dominate the skyline;
(iv) The development fails to include public open space, that is accessible i.e. the roof top "park" is inaccessible to the public, and even more so, for the disabled; and
(v) Impacts on equitable development opportunities of surrounding properties.

(c) Traffic and Car Parking:

(i) The car parking reduction cannot be supported within local road network;

(d) Other:

(i) The development will lead to the further gentrification of the area;
(ii) Behavioural impacts (i.e. patrons urinating in the street);
(iii) Construction will cause significant disruption in terms of noise and large vehicles driving through surrounding streets;
(iv) Access for ambulances, fire brigade and police vehicles inadequate; and
(v) The development may overload existing infrastructure services.

Conclusion

8. 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) Adopt all design changes as shown and detailed on the plans received by Council prepared by 6a Architects, dated 22 May 2020, that include amongst other changes (as outlined at paragraph 7), the setback of the building tower of the southern portion, from the fifth floor and above, increased to 3m from Rupert Street;

(b) Retention of existing facade windows (with the exception of that to the immediate north of the central door) of former *Davis' Pickle and Sauce Factory* building;

(c) Updated reports to reflect the design changes detailed on the plans received by Council prepared by 6a Architects, dated 22 May 2020.

CONTACT OFFICER: **John Theodosakis**
TITLE: **Principal Planner**
TEL: **9205 5307**

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

1.2 PLN19/0570 - 81 – 89 Rupert Street, Collingwood. - Construction of mixed use (up to thirteen storeys - containing a residential hotel, retail (shops), cinema, restaurants, restricted recreation facilities – permit required uses) building (inclusive of mezzanine levels) and a reduction in the car parking requirement.

Reference: D20/120388
Authoriser: Manager Statutory Planning

Ward:	Langridge
Proposal:	Part demolition and construction of a thirteen-storey, mixed use (containing a residential hotel, offices, retail premises, cinema, restaurants, restricted recreation facilities, artist studios, and art gallery) building (inclusive of mezzanine levels) and a reduction in the car parking requirement.
Existing use:	Office space
Applicant:	Grace Brown – Senior Consultant - Urbis
Zoning / Overlays:	Commercial 2 / Heritage Overlay / Design and Development Overlay – Schedule 11
Date of Application:	30th August 2019
Application Number:	PLN19/0570

Planning History

1. Planning permit PLN13/0280 was issued on 2nd August 2013 for *a reduction to zero in the car parking requirement of clause 52.06 of the Yarra Planning Scheme associated with an office use (no permit required for use).*

2. Planning permit PLN14/0728 was issued on 20th November 2014 for *a reduction of car parking requirements associated with use of land as an office, and buildings and works including part demolition.* This application was amended on 01st May 2015 to allow for the provision of business identification signage.

3. Planning Permit PLN14/0786 was issued by Council on 22nd March 2015 for *Use of the land as a place of assembly and a full reduction in the car parking requirements.* The planning permit was amended on 23rd March 2016 to allow for the sale and consumption of liquor associated with the place of assembly.

Background

Application process

4. The application was lodged on 02 September 2019, and further information subsequently requested on 23 September 2019. The request was satisfied 28 November 2019 and the application was then advertised with 2,227 letters being sent. 18 objections have been received.

5. Whilst this process was occurring, Council had sought and received advice from Council internal units including Environmental Sustainable Design (ESD), City Works Unit, Engineering Unit, Urban Design and Strategic Transport. Advice was also sought from an external consultant in respect of Acoustics. Referral advice is an attachment to this report.

6. On 3rd June, the permit applicant responded with the following information in response to the referral advice provided (see attachments):

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

(a) SMP response table prepared by Atelier Ten;
(b) Table of responses to Council's concerns;
(c) Revised SMP Report prepared by Atelier Ten; and
(d) Internal photos of the subject site.

7. Revised architectural plans were also submitted, as prepared by 6a Architects, dated 22 May 2020 (received by Council 3 June, 2020), that include the following primary changes in response to the referral advice:

Basement

(i) Provision of 21 bicycle spaces, next to a store of 9sq.m, south of the ramp;
(ii) Reconfiguration of passenger lifts, communications rooms and storage rooms;

Ground floor

(iii) The central laneway within the development widened to 11.84m and the retail tenancies reconfigured to have "Unit A" (as labelled on the plans), extend across the Rupert Street boundary;
(iv) Provision of 10 bicycle spaces in the central laneway with the further reconfiguration of bicycle spaces and end-of-trip facilities to allow for the relocation of the substation and switchboard room adjacent to eh western boundary;
(v) The loading bay relocated to the west side of "Unit A and increased in area;
(vi) The reduction in the length of the crossover across the façade of the subject site and conversion of the central crossover to a kerb and channel;

Mezzanine (first floor)

(vii) The reconfiguration of storage and staff facilities and services, bicycle spaces to align those at the ground floor;

Second Floor

(viii) The floor area of the northern portion (identified as Building A (as per 'The Proposal" section of this report) decreased from 850sq.m. to 672sq.m. and the floor area of the southern portion (identified as Building B as per "the Proposal" section of this report) increased from 470sq.m. to 475sq.m;

Third Floor (mezzanine)

(ix) The floor area of tenancy Unit A (as labelled on the plans) increased from 187sq.m. to 224sq.m. and the floor areas of Units B and C (as identified on the plans) decreased from 142sq.m, and 179sq.m to 112sq.m. and 150sq.m. respectively;

Fourth Floor

(x) The residential hotel floor area of the southern portion (Building B) tenancy increased in area from 446sq.m. to 452sq.m;

Fifth to Twelfth –individual plans provided in relation to each level – whilst decision plans contain one plan that relates to and is labelled "Sixth – Eleventh" levels.

(xi) The setback of Building B, from the fifth floor and above, increased to 3m from Rupert Street;

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

(xii) The residential hotel rooms, increased to 98 with areas ranging between 15.6sq.m.-29.7sq.m.

General

(xiii) Removal of any reference to the removal of paint from the parapet of the former *Davis' Pickle and Sauce Factory* building;
(xiv) The stairs to the central ravine extended with landing decks;
(xv) Reduction in the total bicycle parking provision from 218 to 214 spaces; and
(xvi) Reduction in built form and mass as a result of the increased setback of Building B for the east at the fifth level and above.

8. Whilst the advertised plans are the "decision plans" forming the basis of this assessment, the revised plans submitted in response to the referral advice will also be referenced in the body of the 'Assessment" section of this report, given that these provide responses to the referral comments and some improvements.

VCAT Proceedings

9. On 4th May 2020, Council was informed that the applicant had lodged a Section 79 'failure to determine within the prescribed time' appeal with the Victorian Civil and Administrative Tribunal (VCAT).

10. Three (3) Statement of Grounds have been received, and of those, two (2) have indicated participation in the VCAT proceedings. A compulsory conference is scheduled on 29 July 2020.

11. If consent cannot be reached between the parties, the matter will proceed to a full hearing over four days, commencing 28 September 2020.

The Proposal

12. The application proposes the full demolition of the building at No. 81 Rupert Street and part demolition of the building at No. 89 Rupert Street, Collingwood to make way for the construction of a thirteen-storey, mixed use (containing a residential hotel, offices, retail premises, cinema, restaurants, restricted recreation facilities, artist studios, and art gallery) building (inclusive of mezzanine levels) and a reduction in the car parking requirement.

13. The key elements of the development can be summarised as follows:

Demolition

(a) Full demolition of the building at No 81 Rupert Street.
(b) Part demolition of the former "Davis' Pickles and Sauce Factory" building at No. 89 Rupert Street with the façade retained and refurbished with new replacement openings and corner returns that will be rebuilt (see Figures 1 and 2).

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

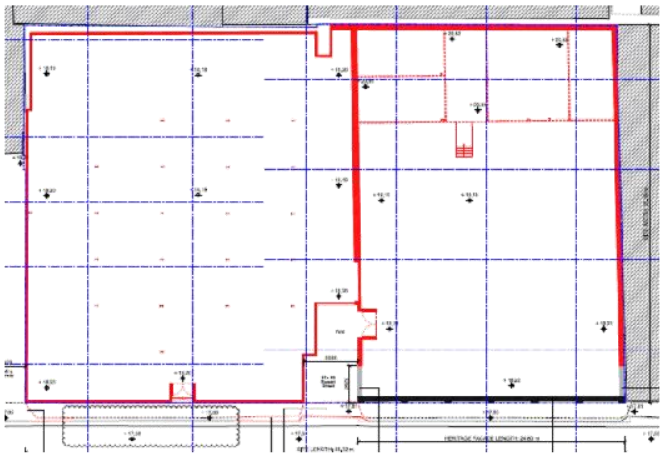


Figure 1: Demolition shown in red, retained façade shown in black

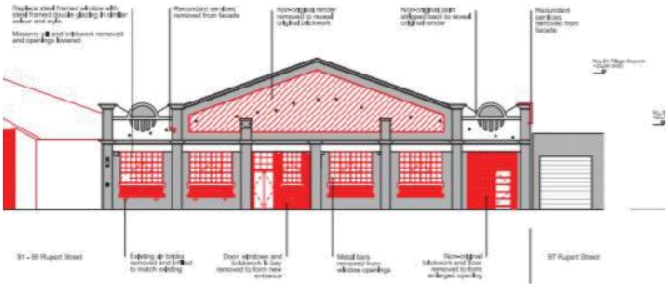


Figure 2: Part demolition shown in red to make way for new openings to the former Davis' Pickle and Sauce Factory building.

Development

(c) Construction of a thirteen (13) storey building with a single basement level. The maximum height of the building is proposed at 56.9m above the natural ground level to the highest point of the sawtooth roof form and a steel trellis structure. The building will read as two towers with connecting ravine bridges (external stair) commencing from the second floor and above. For ease of reference, the northern tower that includes the retained façade of the former Davis' Pickle and Sauce Factory building, will be identified as Building A and the southern tower as Building B, in accordance with Figures 3 and 4.

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

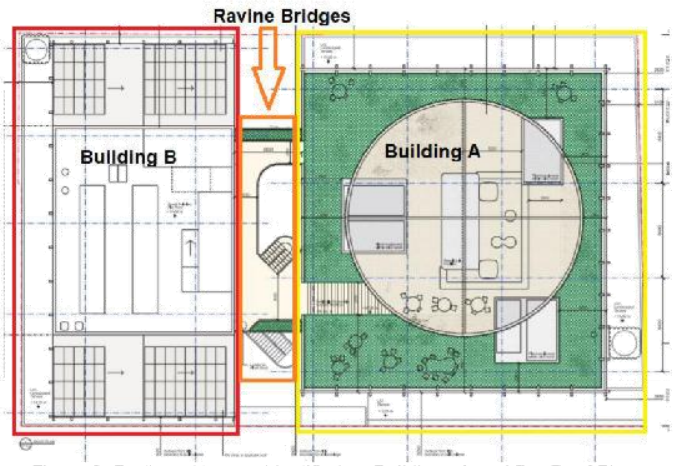


Figure 3: Portions / towers identified as Buildings A and B – Roof Plan.

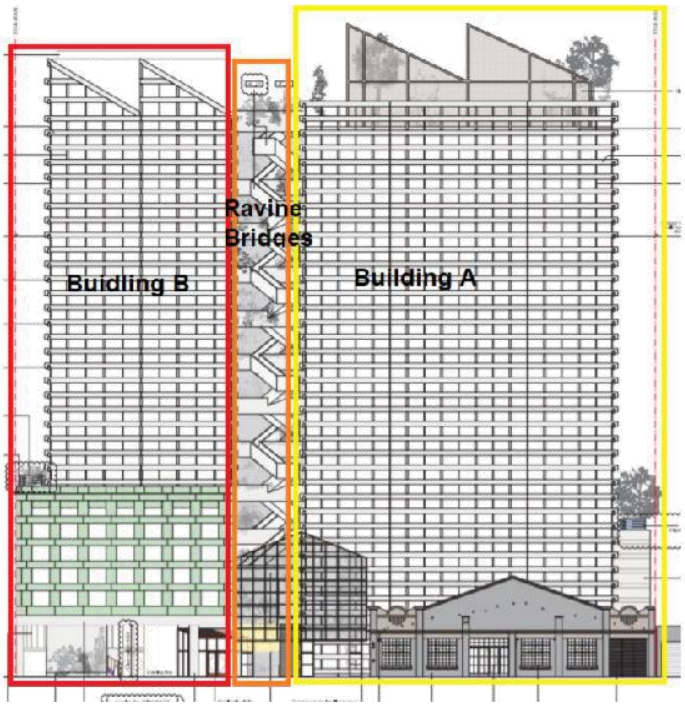


Figure 4: Portions / towers identified as Buildings A and B – East (Front) Elevation.

Building Layout and massing

(d) A basement level is proposed across the entire site and setback approximately 400mm from the retained façade of the former Davis Pickle and Sauce Factory building.

(e) The retained heritage façade of the former Davis' Pickle and Sauce Factory building will form part of the transitioning street podium associated with Building A, that will comprise a three-storey, pitched framed, trellis element connecting the two buildings (framing the primary entrance from the street to the "public laneway" as identified on the ground floor plan), and the four-storey, podium building associated with Building B as follows:

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

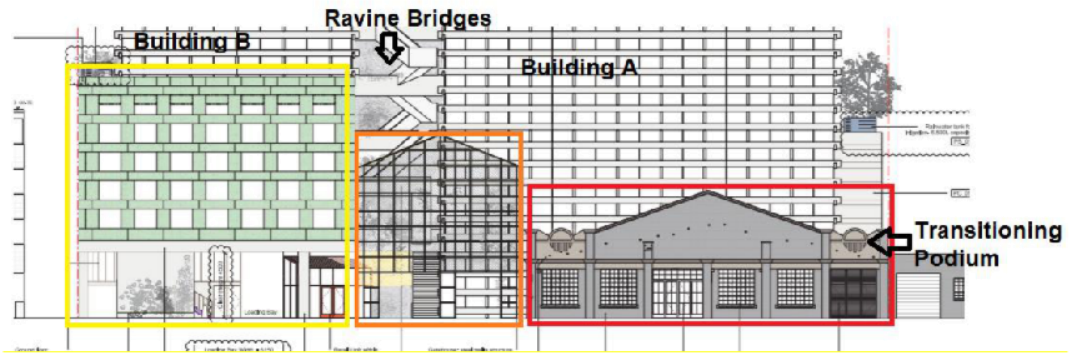


Figure 5: Portions / towers identified as Buildings A and B and transitioning street podium.

(f) The podium as measured above the natural ground level (NGL) will have a height of 8m (heritage façade), transitioning to 12.7m (pitched trellis frame) and 16.5m (four-storey component) to Rupert Street.

(g) The towers (i.e. Buildings A and B) would be split with a 6m separation at the second floor and connected by the ravine bridges (also identified as a stairwell atrium in the permit applicant's heritage report) as indicated at Figures 3 and 4.

(h) Commencing from the second floor (noting that the first floor is a "mezzanine"), Building A is setback 2.45m behind the heritage parapet of the façade and up to the central ravine to make way for a terrace area of 60sq.m and is developed to the northern and western boundaries.

(i) From the fourth floor (noting that the third floor is labelled as a "mezzanine") and above, Building A is setback 3.48m and 3.25m from the north and west (shared) boundaries, respectively with the exception of a balcony area of 163sq.m. extending into these setbacks and encased in wire mesh.

(j) Building B is proposed to be constructed hard edged up to the fourth floor with the remaining upper levels setback between 600mm-630mm from Rupert Street (eastern boundary), approximately 2.8m to 3m from the laneway / southern (shared) boundary and between 600mm and 760mm from the western (shared) boundary.

(k) Building A will have on-boundary walls that measure 12.77m to the north and west and Building B will have on-boundary walls that measure 16.57m to the west and south (inclusive of the podium across the laneway interface).

(l) Building A will provide a landscaped terrace / roof garden with an acoustic screen in the shape of a saw tooth with plant equipment encased in wire mesh.

(m) Building B will include saw tooth roofing to the west and east of a flat roof with an acoustic screen around its perimeter encasing further plant equipment.

Uses

(n) The following uses, designated areas and hours of operation are proposed:

(i) A residential hotel (permit required use) with an area of 2,850sq.m. with up to 84 rooms (ranging between 20-30sq.m.) spread across the fifth to the eleventh floors of Building B with 24/7 operation and managed by one operator with the hotel lobby at ground floor;

(ii) A total of 679sq.m. of retail space (permit required use) at the ground floor (both buildings) split into 5 tenancies with operating hours of 7am to midnight, 7 days a week;

(iii) A 657sq.m.cinema space (permit required use) at the second floor of Building B with up to 46 patrons and operating hours of 10am to midnight, 7 days a week (as identified at p.23 of the Transport Impact Assessment, prepared by One Mile Grid and dated 2nd July 2019);

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

(iv) A total of 608sq.m. of restaurant space (permit required use) spread across the second floor of Building A and third floor (mezzanine) of Building B and roof top garden with up to 680 patrons and operating hours of 7am to midnight, 7 days a week;
(v) 1,095sq.m. of art and craft centre area – studio and maker spaces (permit not required use) spread across the fourth floor of both buildings with unrestricted hours that are intended to be provided at affordable rates in accordance with the Community Benefit Assessment Report prepared by SGS Economics and Planning dated 19 November 2019;
(vi) Community meeting facilities in the order of 100sq.m. (for use by community groups at a low cost or free as per the Community Benefit Assessment Report identified above);
(vii) 1,271sq.m. of restricted recreation area (permit required use) spread across the second, third (mezzanine) and fifth floors of Building A with up to 300 patrons (combined) and operating hours of 7am to 9pm for two of the three tenancies, and 5am to 10pm for the other, all 7 days a week;
(viii) 4,524sq.m. of office (permit not required use) spread across the sixth to twelfth floors of Building A with unrestricted hours; and
(ix) 336sq.m. of art gallery space (permit not required use) spread across the twelfth floor of Building B with unrestricted hours.

General

(o) The ground floor of Building A will provide direct entry to one of the five retail tenancies (identified on the ground floor plan as Unit E) with the four remaining retail tenancies (identified as Units A, B, C and D on the ground floor plans) orientated to face internal to the site, and more specifically, the 6m wide "public laneway" with the lobby space of the residential hotel also located within this internal space, including services (i.e. lifts and stairs). A secondary door leading to the bicycle storey and end of trip facilities is located in the north east corner of the site.
(p) The service amenities include end-of-trip facilities associated with up to 218 bicycle spaces, split between 39 spaces located west of three retail tenancies at the ground floor, and 179 spaces on a mezzanine level (or the first floor) above with a connecting stairwell and bicycle runner system.
(q) A substation will be located at the south-east corner.
(r) The laneway to the south, between the subject site and the property adjacent, will be widened to 6.3m to facilitate vehicle ingress and egress into a basement car park.
(s) The basement car park will provide up to 40 car spaces, broken down into 33 for the offices and other tenancies, two car share pods, two electric car charging stations and three disabled spaces.

Materials and Finishes

(t) The heritage façade will be restored with returns reconstructed of masonry with new industrial steel-framed windows and door with double-glazing. The non-original paint to the parapet is proposed to be removed to reveal the original surface and a new louvered door will be installed at the north-east corner, replacing non-original brick work.
(u) The new walls of the towers will be constructed of pre-cast concrete (four varieties); with the four-storey podium comprised primarily of square-shaped windows and a green tone; the remainder will have rectangular shaped windows, with a composition intended to conceal the number of levels within the overall scheme (see Figure 6).

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July



Figure 6: Montage looking south towards the subject site from the north-east along Rupert Street.

ESD Features

(v) The development would incorporate the following ESD commitments:

(i) A STORM report with a score of 100 demonstrating best practice relying on 209m2 of the central ravine connected to a 6,000lt rainwater tank and two rooftop raingardens for irrigation;
(ii) A 25kWp solar PV array to contribute to onsite electricity consumption;
(iii) A total of 218 bicycle spaces with end-of-trip facilities;
(iv) Smart metering systems for all tenancies;
(v) A minimum provision of 5% electric vehicle charging spaces provided from commencement, with future upgrades available for all parking.
(vi) High-albedo roof finishing's, and a total of 2,109sq.m. of landscaping areas throughout to assist with thermal comfort.

Existing Conditions –

Subject Site

14. The subject site is identified as Lot 1 on Certificate of title Volume No. 06598, and Folio No. 506, associated with Plan of Subdivision TP885083R. The subject site is located on the western side of Rupert Street in Collingwood between Gipps Street to the north, and Langridge Street to the south. The aerial below identifies the subject site.

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July



Figure 7: Aerial (sourced from Google – Map data 2020) with subject site identified with a star.



Figure 8: Aerial (sourced from Google) with subject site outlined in red.

15. The site has a frontage of 55.72m, with a site depth of 35.19m and an overall site area of 1,960sq.m. The site is occupied by factory buildings that extend to their respective boundaries, covering close to 100% of the site, and used for the purpose of not-for-profit artist studios / arts and crafts centre and offices.

16. Whilst one large lot, the northern portion / half is addressed as property No. 83-89 Rupert Street, and the southern portion / half as property No. 81 Rupert Street.

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July



Figure 9: Subject site – Northern portion – former Davis' Pickle and Sauce Factory

17. The northern portion (Figure 7 above) is occupied by a single-storey red brick, hard-edged, former factory building known as the former *Davis' Pickle and Sauce Factory* and is identified as an individually significant heritage building. The *Yarra Heritage Database* citation provides the following description of the building:

    (i) *The former Davis' Pickle and Sauce Factory, 89 Rupert Street, Collingwood, is a single storey brick industrial building. The symmetrical façade is of face red brick, and has a series of multi-paned steel-framed hopper windows and single door openings between shallow brick piers and beneath a moulded string course. Four piers extend through to the parapet which has a wide central gabled pediment with rendered moulded copings, flanked by panelled section with a circular motifs; all have flat rendered decoration.*



Figure 10: Subject site – Southern portion

18. The southern portion of the subject site is also occupied by a former factory building but less decorative in its appearance, presenting a hard-edged red brick wall to Rupert Street, with a series of large metal–framed windows, recessed central entry and angular parapet. Behind the parapet, there is a saw tooth roof form clearly visible from Rupert Street.

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

19. The land gradient is flat and the site is not encumbered by any restrictive covenants or easements according to the certificate of title referenced earlier.

Surrounding Land

20. The surrounding area is characterised by a mixture of uses and architectural styles including industrial and commercial buildings of various types and eras as well as older style dwellings and recently constructed apartment developments (Yorkshire Brewery). The immediate surrounding area is zoned Commercial 2 (dark purple at Figure 11).



Figure 11: Subject site and zoning

21. The area contains a range of businesses including light industry, manufacturing, warehousing, offices and studios and other commercial uses. Allotment sizes are varied as are building types ranging from industrial to warehouses, office and commercial, all reflecting the historic industrial nature of the area. Construction along Rupert Street is typically built boundary to boundary, with full site coverage and car parking provided within garages or car parking areas.

22. Some sites in the wider area are underutilised and / or vacant whilst others have been redeveloped for residential (i.e. up to 17 storeys (i.e. property No. 21 Robert Street, Collingwood – the former Yorkshire Brewery site – approximately 100m south-west of the subject site) and zoned Mixed Use) and commercial uses. Some are currently under construction (i.e. property no. 2-16 Northumberland Street, Collingwood that is up to 13 storeys and zoned Commercial 2 located approximately 220m south-west of the subject site) whilst other sites, are being cleared (see Figure 13) in preparation for the commencement of works (i.e. property No. 71 – 93 Gipps Street, Collingwood that has a planning permit (planning permit no. PLN16/1150) for the construction of an 11 storey commercial building located approximately 70m north-east of the site).

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

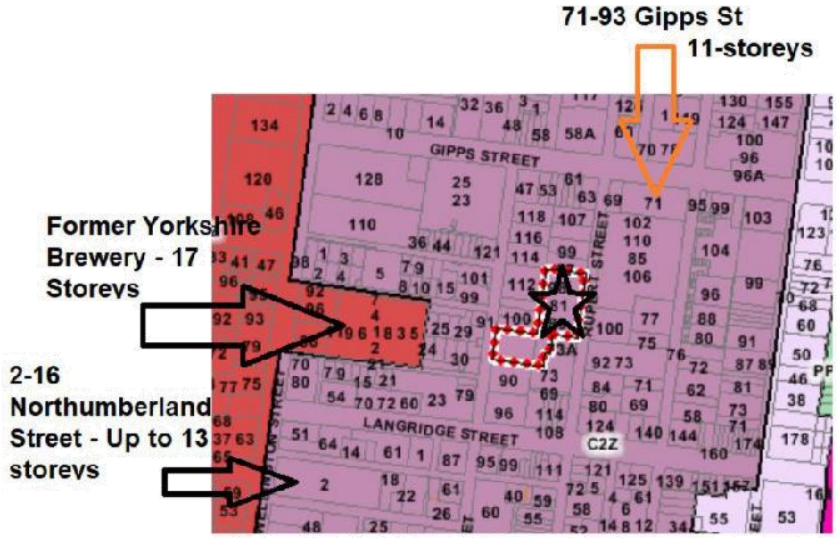


Figure 12: Subject site with locations of taller buildings identified



Figure 13: South-east corner of Gipps and Rupert Street, with the land at 71-93 Gipps Street, in the background cleared and cited with a crane in preparation of construction.

23. The site's immediate interfaces are as follows:

North

24. To the north, at no. 97 Rupert Street, Collingwood, is a former factory building, very similar to that described within the southern portion of the subject site. The building is hard-edged to Rupert Street, and contains two metal–framed windows, entrance at the north-east corner with an angular appearance and of masonry construction. The building is currently being used as a clothing outlet. Further north, is another former factory building that is the same in its appearance used for the purpose of a laundry service (see Figures 14 and 15).

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

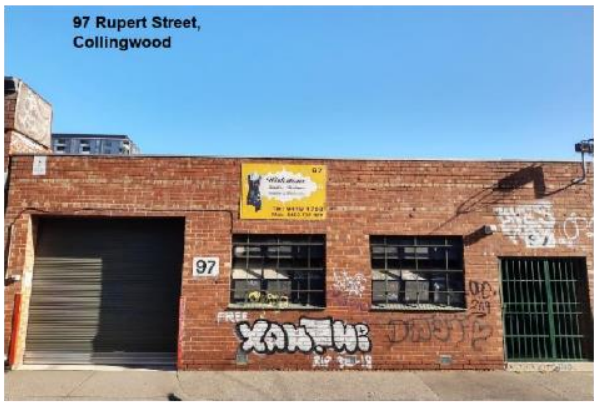


Figure 14: Property to the immediate north.

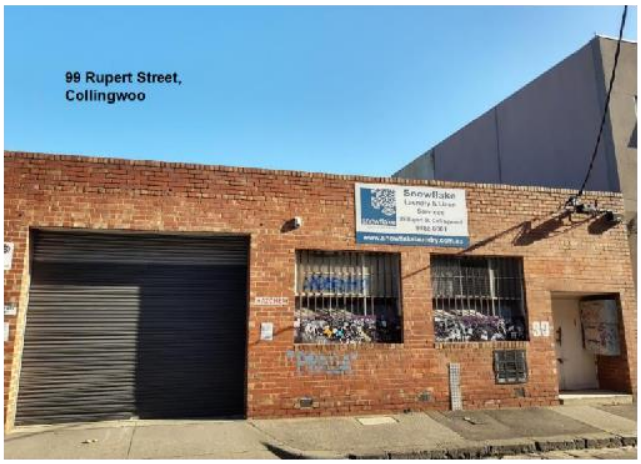


Figure 15: Property further north.

25. Further north is a double-storey commercial brick building with single storey warehouse buildings beyond with parking areas within the Rupert Street frontage being a strong characteristic.

26. Further north is Gipps Street that is characterised by one and two storey offices, warehouses and factories, and one four-storey building however this area has been identified as being strategically important for commercial activity and a transformation of built form within this precinct has commenced with a number of approved and proposed developments including:

    (a) PLN18/0183 – 19 Down Street, Collingwood – Development of an 8 storey commercial building – approved and at the time of writing, information in accordance with conditions of permit still pending. This application was considered by the Internal Development Approvals Committee on 13 May 2020 that adopted the Officer's recommendation for the issue of a Notice of Decision to Grant a Permit with conditions.
    (b) PLN20/0165 – 33 - 37 Rupert Street, Collingwood – Development of a 10 storey commercial building – At the time of writing, this application was on advertising;
    (c) PLN20/0168 – 40 - 72 Rokeby Street, Collingwood – Development of a 15 storey commercial building – at the time writing, this application was still awaiting on responses from various referrals; and

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

(d) PLN19/0719 – 128 – 144 Wellington Street, Collingwood - Staged development and use of the land for two buildings up to 15 storeys – At the time of writing, this application was on advertising.

27. Within the Gipps Street precinct are also a number of purpose-built dwellings including on the southern side of Gipps Street, zoned Commercial 2.



Figure 16: Properties to the south of Gipps Street, between Rokeby and Rupert Streets with the 17-storey, former Yorkshire Brewery in the background.

West

28. To the immediate west are properties fronting onto Rokeby Street, with those immediately abutting the subject site, occupied by single-storey light industrial and double storey, former warehouse buildings of masonry construction (see Figures 17 and 18), with pedestrian and vehicle access from Rokeby Street.

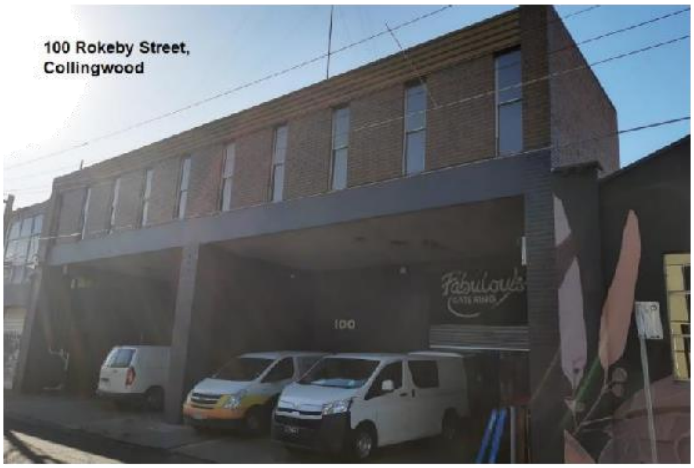


Figure 17: Property to the immediate west – facing Rokeby Street.

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July



Figure 18: Properties to the immediate west – facing Rokeby Street.

29. Similarly to Rupert Street, Rokeby Street also contains single and double-storey warehouses, factories, offices and other commercial buildings. Construction is also typically built boundary to boundary, with full site coverage and car parking provided within garages, car parking areas and evidence of under-croft areas.

South

30. To the south is a driveway / laneway that provides vehicle access to a single-storey warehouse building at the southwest, namely property no. 75 Rupert Street. Adjacent to the subject site and fronting onto Rupert Street, is 73A Rupert Street, a four-storey recently constructed office building (see Figure 19).



Figure 19: Properties to the south of the subject site, opposite the driveway / laneway – facing Rupert Street.

31. Further south is a single storey building which contains a tavern (namely "Rupert on Rupert" operating under planning permit no. PLN13/0272, with closing times of 11pm - Sunday to Wednesday, 12 midnight – Thursday, and 1am (the following day) – Friday and Saturday with up to 200 patrons permitted on the premises at any one time).

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

The building is single-storey, hard-edged and constructed of masonry with a rendered façade and contains, a roller door, adjacent to a neighbouring roller door that are serviced by one double width crossover to Rupert Street.

32. To the south of this site is a single-storey brick building, currently operating as a commercial office. Further to the south is a double-storey masonry building, addressing Langridge Street and operating as a clothing wholesaler. Also addressing Langridge Street to the south are a row of office buildings, three to four storeys in height.



Figure 20: Properties addressed to Langridge Street on the northern side, commencing from the north-west corner of the Rupert Street intersection.

East

33. To the east, Rupert Street is a one way street with parallel parking on the opposite side (see Figure 19). Buildings on the opposite side range between single and double-storey industrial style buildings. These buildings are either vacant or used for commercial purposes and all hard-edged to the street.

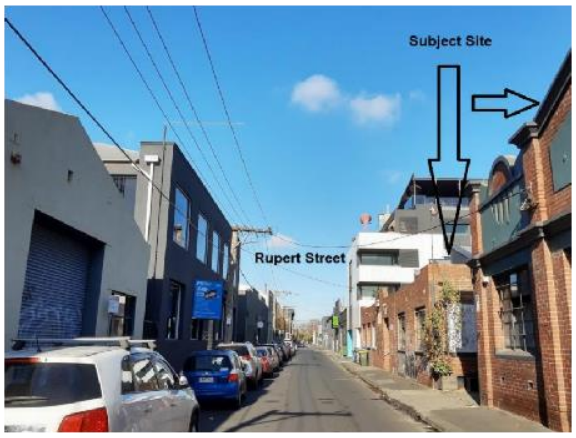


Figure 21: Looking south along Rupert Street.

34. The subject site is also well connected to surrounding services including being located:

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

(a) 240m to the west of Hoddle Street, a major arterial road with bus routes servicing Doncaster, the northern suburbs, various railway stations, the CDB, Elsternwick and St Kilda;
(b) 490m to the east of Smith Street, a Major Activity Centre, with bars, cafes, restaurants, taverns, nightclubs, retail and community facilities, and tram route 86 serving Docklands and Boroondara via the CBD;
(c) 360m to the north of Victoria Parade, with various bus routes serving the western and eastern suburbs via the CBD, and tram route 109 Docklands to Box Hill via the CBD; and
(d) 670m to the south of Johnston Street, a Neighbourhood Activity Centre, with bus routes.

Planning Scheme Provisions

Zoning

Commercial 2 Zone (C2Z)

35. The purposes of this zone are:

(a) *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
(b) *To encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.*
(c) *To ensure that uses do not affect the safety and amenity of adjacent, more sensitive uses.*

36. Pursuant to Clause 34.02-1 of the Yarra Planning Scheme (the "Scheme") the following uses require planning approval for the use:

(a) residential hotel;
(b) retail (shop);
(c) restaurant with the leasable floor area exceeding 100 square metres;
(d) Cinema if the does not adjoin a road in Road Zone; and
(e) Restricted recreation is innominate and is therefore a Section 2 – permit required use.

37. The following uses **do not** require planning approval for the use:

(a) arts and crafts centre
(b) office
(c) art gallery

38. Based on the above, of the eight proposed uses, five require a planning permit.

39. Pursuant to Clause 34.02-4 of the Scheme, a planning permit is required to construct a building or construct or carry out works.

Overlays

Heritage Overlay - HO132 – 81-89 Rupert Street, Richmond – Former Davis' Pickle and Sauce Factory

40. The purposes of this overlay as relevant to this application are:

(a) *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
(b) *To conserve and enhance heritage places of natural or cultural significance.*
(c) *To conserve and enhance those elements which contribute to the significance of heritage places.*

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

(d) *To ensure that development does not adversely affect the significance of heritage places.*

41. Under Clause 43.01-1 of the Scheme, a planning permit is required to demolish or remove a building, construct a building or construct or carry out works. The buildings on the subject site are located within their own overlay, Schedule 132.

42. The "Former Davis' Pickle and Sauce Factory", constructed 1925, is listed as being "Individually significant" in Appendix 8, *City of Yarra Review of Heritage Overlay Areas 2007*. Rev. May 2018 (*Incorporated Document*).

Design and Development Overlay (DDO) – Schedule 11 – Gipps Precinct

43. Pursuant to Clause 43.02-2 of the Scheme, a planning permit is required to construct a building.

44. Schedule 11 to the DDO contains requirements in assessing buildings and provides the following decision guidelines at point 7 that must be considered:

(a) *The impact of traffic generated by the proposal and whether it is likely to require additional traffic management control works in the neighbourhood.*
(b) *How the design, height and form of development responds to the preferred built form character of the Precinct.*
(c) *How the design, height and visual bulk of building/s on the site address potential negative amenity impacts on surrounding development.*
(d) *How the proposal improves the street environment for pedestrians along street frontages.*
(e) *The location of, and access to, parking facilities and their effect on the local road network.*

Particular Provisions

Clause 52.06 – Car parking

45. 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.

46. Pursuant to Clause 52.06-3 a permit is required to reduce the number of car parking spaces required under this clause.

47. 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.

48. 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.

49. The following table identifies the car parking requirement under Clause 52.06-5 and the provision on site.

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
Office	4,524sq.m.	3 spaces per 100sq.m.	135	16

		of net floor area		
Residential Hotel	84 rooms	Rate Not Specified in Clause 52.06-5	To the satisfaction of the Responsible Authority	10
Retail (Shops)	679sq.m.	3.5 spaces per 100sq.m. of leasable floor area	23	14
Restaurant	608sq.m.	3.5 spaces per 100sq.m. of leasable floor area	20	0
Restricted Recreation	1,271sq.m.	Rate Not Specified in Clause 52.06-5	To the satisfaction of the Responsible Authority	0
Cinema	46 patrons	0.3 spaces to each patron permitted	13	0
Art and Craft Centre	1,095sq.m.	3.5 spaces per 100sq.m. of net floor area	38	0
Art Gallery	336sq.m.	Rate Not Specified in Clause 52.06-5	To the satisfaction of the Responsible Authority	0
		Total	**229 + parking for residential hotel, restricted recreation areas, and art gallery**	**40**

50. A total of 40 car spaces are proposed on site, therefore the application seeks a reduction of 189 car spaces.

Clause 52.34 – Bicycle Facilities

51. 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

52. 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
Office (other than specified in the table)	4,524sq.m.	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	15 employee spaces
		1 visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	4 visitor spaces.
Residential building (other than specified in this table)	84 rooms	In developments of four or more storeys, 1 to each 10 lodging rooms	8 employee spaces.
		In developments of four or more storeys, 1 to each 10 lodging rooms	8 visitor spaces

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

Retail	679sq.m.	1 to each 300 sq m of leasable floor area 1 to each 500sq.m. of leasable floor area	2 employee spaces 1 visitor spaces
Restaurant	608sq.m.	1 to each 100sq.m. of floor area available to the public 2 plus 1 to each 200 sq.m. of floor area available to the public if the floor area available to the public exceeds 400.sq. m.	6 employee spaces 5 visitor spaces
Restricted recreation (minor sport and recreation rates)	1,271sq.m.	1 per 4 employees 1 to each 200 sq.m. of net floor area	2 employee spaces (total of 8 emplyees as indicated in the traffic report) 6 visitor spaces
Cinema and art gallery (place of assembly rates)	993sq.m.	1 to each 1500sq.m. of net floor area 2 plus 1 to each 1500 sq m of net floor area	0 2 visitor spaces
Art and Craft Centre	1,095sq.m.	N/A	0
Bicycle Parking Spaces Total			**33 employee spaces** **26 visitor spaces**
Showers / Change rooms	1 to the first 5 employee spaces and 1 to each additional 10 employee spaces		3 showers / change rooms

53. The development proposes a total of 218 bicycle spaces shared between employees and visitors, well in excess of the requirements.

54. Clause 52.34-4 provides the design standard for bicycle spaces and signage.

General Provisions

Clause 65 – Decision Guidelines

55. 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.

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

Clause 66.02 – Use and Development Referrals

56. In accordance with Clause 66.02-11 of the Yarra Planning Scheme, an application to construct a building or to construct or carry out works for a residential building comprising 60 or more lodging rooms must be referred to the Head, Transport for Victoria. The Head, Transport for Victoria, is a determining referral authority for this application.

Planning Policy Framework (PPF)

57. Relevant clauses are as follows:

Clause 11.01-1R – Settlement – Metropolitan Melbourne

58. The relevant strategies of this clause are:

(a) *Develop a network of activity centres linked by transport; consisting of metropolitan activity centres supported by a network of vibrant major and neighbourhood activity centres of varying size, role and function.*
(b) *Create mixed-use neighbourhoods at varying densities, including through the development of urban-renewal precincts that offer more choice in housing, create jobs and opportunities for local businesses and deliver better access to services and facilities.*

Clause 11.02 - Managing Growth

Clause 11.02-1S - Supply of Urban Land

59. The objective this clause is *"to ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses".*

Clause 13.05 - Noise

Clause 13.05-1S - Noise abatement

60. The relevant objective of this clause is "*to assist the control of noise effects on sensitive land uses".*

61. 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

62. The objective of this clause is *"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

63. The relevant objective of this clause is *"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

64. The objective of this clause is *"to create distinctive and liveable city with quality design and amenity".*

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

Clause 15.01-2S - Building design

65. The relevant objective of this clause is *"to achieve building design outcomes that contribute positively to the local context and enhance the public realm".*

66. 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.*

67. This clause also states that planning must consider (as relevant), the *Urban Design Guidelines for Victoria (Department of Environment, Land, Water and Planning, 2017).*

Clause 15.01-4S - Healthy neighbourhoods

68. The objective of this clause is *"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

69. The strategy is to *"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

70. The relevant objective of this clause is *"to recognise, support and protect neighbourhood character, cultural identity, and sense of place".*

Clause 15.02 - Sustainable Development

Clause 15.02-1S - Energy Efficiency

71. The objective of this clause is *"to encourage land use and development that is energy and resource efficient, supports a cooler environment and minimises greenhouse gas emissions".*

Clause 15.03 Heritage

Clause 15.03-1S – Heritage conservation

72. The objective of this clause is *"to ensure the conservation of places of heritage significance".*

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

73. Strategies include:

    (a) *Identify, assess and document places of natural and cultural heritage significance as a basis for their inclusion in the planning scheme.*
    (b) *Provide for the protection of natural heritage sites and man-made resources.*
    (c) *Provide for the conservation and enhancement of those places that are of aesthetic, archaeological, architectural, cultural, scientific or social significance.*
    (d) *Encourage appropriate development that respects places with identified heritage values.*
    (e) *Retain those elements that contribute to the importance of the heritage place.*
    (f) *Encourage the conservation and restoration of contributory elements of a heritage place.*
    (g) *Ensure an appropriate setting and context for heritage places is maintained or enhanced.*
    (h) *Support adaptive reuse of heritage buildings where their use has become redundant.*

    Clause 17.01 – Employment

    Clause 17.01-1S – Diversified economy

74. The objective of this clause is *"to strengthen and diversify the economy".*

75. 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

76. The relevant objective of this clause is *"to encourage development that meets the communities' needs for retail, entertainment, office and other commercial services".*

77. 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 17.04-1S – Facilitating Tourism

78. The relevant objective of this clause is:

    (a) *To encourage tourism development to maximise the economic, social and cultural benefits of developing the state as a competitive domestic and international tourist destination.*

79. The relevant strategy of this clause is:

    (a) *Maintain Metropolitan Melbourne's position as a global, national and local destination in its own right and as a gateway to regional Victoria by:*

        (i) Developing city precincts and promenades.

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

(ii) Revitalising the retail core of the Central City.
(iii) Supporting artistic and cultural life.
(iv) Improving public facilities, amenities and access.
(v) Maintaining city safety.
(vi) Providing information and leisure services.
(vii) Improving transport infrastructure.

Clause 18.02 - Movement Networks

Clause 18.02-1S – Sustainable personal transport

80. The relevant objectives of this clause is *"to promote the use of sustainable personal transport".*

81. 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

82. 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

83. The objective of this clause is *"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

84. A relevant strategy of this clause is to *"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".*

Clause 18.02-4S – Car Parking

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

85. The objective of this clause is *"to ensure an adequate supply of car parking that is appropriately designed and located".*

86. A relevant strategy is *"protect the amenity of residential precincts from the effects of road congestion created by on-street parking".*

Local Planning Policy Framework (LPPF)

87. The relevant policies in the Municipal Strategic Statement can be described as follows:

Municipal Strategic Statement (MSS)

88. Relevant clauses are as follows:

89. The following LPPF provisions of the Scheme are relevant:

Clause 21.03 – Vision

90. The relevant sections of this Clause are:

(a) *Yarra will have increased opportunities for employment;*

(b) *The complex land use mix characteristic of the inner city will provide for a range of activities to meet the needs of the community;*

(c) *Yarra's exciting retail strip shopping centres will provide for the needs of local residents, and attract people from across Melbourne; and*

(d) *Most people will walk, cycle and use public transport for the journey to work.*

Clause 21.04-3- Industry, office and commercial

91. The objective of this clause is *"to increase the number and diversity of local employment opportunities".*

Clause 21.05-1 Heritage

92. This clause acknowledges that new development can still proceed whilst paralleling the objective to retain the nineteenth century character of the City. Conservation areas seek to conserve the City's heritage places whilst managing an appropriate level of change.

93. Relevant objectives include:

(a) *Objective 14 To protect and enhance Yarra's heritage places:*

(i) Strategy 14.1 Conserve, protect and enhance identified sites and areas of heritage significance including pre-settlement ecological heritage.
(ii) Strategy 14.2 Support the restoration of heritage places.
(iii) Strategy 14.3 Protect the heritage skyline of heritage precincts.
(iv) Strategy 14.4 Protect the subdivision pattern within heritage places.
(v) Strategy 14.6 Protect buildings, streetscapes and precincts of heritage significance from the visual intrusion of built form both within places and from adjoining areas.
(vi) Strategy 14.8 Apply the Development Guidelines for Heritage Places policy at clause 22.02
(vii) Strategy 14.9 Apply the landmarks and Tall Structures Policy at clause 22.03

Clause 21.05-2 – Urban Design

94. The relevant objectives of this Clause are:

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

(a) *To reinforce the existing urban framework of Yarra;*
(b) *To retain Yarra's identity as a low-rise urban form with pockets of higher development* achieved through the following relevant strategy:

(i) Strategy 17.2 Development on strategic redevelopment sites or within activity centres should generally be no more than 5-6 storeys unless it can be demonstrated that the proposal can achieve specific benefits such as:

a. Significant upper level setbacks;
b. Architectural design excellence;
c. Best practice environmental sustainability objectives in design and construction;
d. High quality restoration and adaptive re-use of heritage buildings;
e. Positive contribution to the enhancement of the public domain; and
f. Provision of affordable housing.

(c) *To ensure that new development contributes positively to Yarra's urban fabric; and*
(d) *To enhance the built form character of Yarra's activity centres.*

Clause 21.05-3 – Built Form Character

95. A relevant objective of this Clause is *"to maintain and strengthen the identified character of each type of identified built form within Yarra".*

Clause 21.05-4 – Public Environment

96. 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

97. This policy recognises that Yarra needs to reduce car dependence by promoting walking, cycling and public transport use as viable and preferable alternatives.

98. 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.

99. 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.*

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

(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

100. The relevant objective is *"to promote ecologically sustainable development".*

101. A relevant strategy of this clause is Strategy 34.1 which is to *"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 21.08-5 Neighbourhoods - Collingwood

102. The neighbourhood character statement for this area at Clause 21.08-5 states:

(a) *The Gipps Street industrial precinct is characterized by traditional manufacturing, service activities and a considerable portion of activity related to the textile, clothing and footwear sector. The precinct provides the opportunity for a wide range of small to medium businesses to operate in a location that is relatively unconstrained by sensitive uses.*
(b) *To allow flexibility for large sites which may have difficulty in finding new industrial tenants rezoning to Business 3 will be supported. This will enable the area to retain an industrial character but evolve to provide a wider range of employment opportunities including service business and offices uses. Any change of use should consider opportunities for improvement to the public domain.*

Relevant Local Policies

Clause 22.02- Development Guidelines for Sites Subject to the Heritage Overlay

103. This policy applies to all new development included in a heritage overlay. The relevant objectives of this clause includes to conserve Yarra's natural and cultural heritage, to conserve the historic fabric and maintain the integrity of places of cultural heritage significance, to retain significant view lines to, and vistas of, heritage places and to preserve the scale and pattern of streetscapes in heritage places.

104. The relevant policies with regard to demolition/removal of a building of this clause are:

(a) *Generally encourage the retention of a building in a heritage place, unless:*

(i) *The building is identified as being not contributory;*
(ii) *The building is identified as a contributory building, and*

a. New evidence has become available to demonstrate that the building does not possess the level of heritage significance attributed to it in the incorporated document, City of Yarra Review of Heritage Areas 2007 Appendix 8 (as updated from time to time) and
b. The building does not form part of a group of similar buildings;

(b) *Encourage the removal of inappropriate alterations, additions and works that detract from the cultural significance of the place; and*

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

(c) *Generally discourage the demolition of part of an individually significant or contributory building or removal of contributory elements unless:*

(i) *That part of the heritage place has been changed beyond recognition of its original or subsequent contributory character(s); and*
(ii) *For individually significant building or works, it can be demonstrated that the removal of part of the building or works does not negatively affect the significance of the place.*

105. The relevant policies with regard to alterations and additions of a building of this clause are:

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

(i) *Respect the pattern, rhythm, orientation to the street, spatial characteristics, fenestration, roof form, materials and heritage character of the surrounding historic streetscape;*
(ii) *Be articulated and massed to correspond with the prevailing building form of the heritage place or contributory elements to the heritage place;*
(iii) *Be visually recessive and not dominate the heritage place;*
(iv) *Be distinguishable from the original historic fabric;*
(v) *Not remove, cover, damage or change original historic fabric;*
(vi) *Not obscure views of principle façades;*
(vii) *Consider the architectural integrity and context of the heritage place or contributory element.*

(b) *Encourage setbacks from the principal street frontage to be similar to those of adjoining contributory buildings; where there are differing adjoining setbacks, the greater setback will apply;*
(c) *Encourage similar façade heights to the adjoining contributory elements in the street. Where there are differing façade heights, the design should adopt the lesser height;*
(d) *Minimise the visibility of new additions by:*

(i) *Locating ground level additions and any higher elements towards the rear of the site;*
(ii) *Encouraging ground level additions to contributory buildings to be sited within the 'envelope' created by projected sight lines (see Figure 1);*
(iii) *Encouraging upper level additions to heritage places to be sited within the 'envelope' created by projected sight lines (for Contributory buildings refer to Figure 2 and for Individually significant buildings refer to Figure 3);*
(iv) *Encouraging additions to individually significant places to, as far as possible, be concealed by existing heritage fabric when viewed from the front street and to read as secondary elements when viewed from any other adjoining street.*

(e) *Discourage elements which detract from the heritage fabric or are not contemporary with the era of the building such as unroofed or open upper level decks or balconies, reflective glass, glass balustrades and pedestrian entrance canopies.*

Clause 22.03 – Landmarks and Tall Structures

106. This policy applies to all development. Whilst the site is not within proximity to an identified sign or landmark within the policy, it is important 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

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

107. This policy applies to all development and land 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.

108. It is policy that *"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".*

109. Decision guidelines at clause 22.05-6 include that *"before deciding on an application for non-residential development, Council will 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.*
    (b) *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 22.07 – Development Abutting Laneways

110. This clause has the following objectives:

    (a) *To provide an environment which has a feeling of safety for users of the laneway.*
    (b) *To ensure that development along a laneway acknowledges the unique character of the laneway.*
    (c) *To ensure that where development is accessed off a laneway, all services can be provided to the development.*
    (d) *To ensure that development along a laneway is provided with safe pedestrian and vehicular access.*

Clause 22.16 Stormwater Management - Water Sensitive Urban Design

111. 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

112. 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

Urban Design Guidelines for Victoria (DELWP)

113. These are policy guidelines within the Planning Policy Framework of the Victoria Planning Provisions that where relevant, must be considered when assessing the design and built form of new development. The guidelines use best practice knowledge and advice underpinned by sound evidence

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

Gipps Street Local Area Plan

114. The Gipps Street Local Area Plan (GSLAP) was adopted by Council in February 2010. This plan includes objectives, strategies and actions which deal with future land use and form of development, physical improvements and infrastructure investments. It provides the strategic basis for future development and activity mix, preferred future character, a guide for new public works and infrastructure, design guidance and an overall approach to implementation and priorities.

115. This plan pre-dates the rezoning of the subject land from Industrial to Commercial and influenced the implementation of Schedule 11 to the Design and Development Overlay affecting the site.

116. The GSLAP aims to reduce car travel into the precinct, as follows:

    (a) *A broader policy objective to implement Council's Strategic Transport Statement is to reduce the proportion of trips into and out of the precinct by car.*
    (b) *Reduced car travel will depend primarily on broader initiatives beyond the scope of this plan.*
    (c) *Local initiatives should aim to improve walking and cycle access and connections to public transport and slowing car and other vehicle traffic in and around the precinct.*

Spatial Economic and Employment Strategy

117. 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.

118. 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.

119. The Gipps Street Major Employment Precinct (located between Smith, Johnston and Hoddle Streets and Victoria Parade) is nominated as one of five major employment precincts within Yarra, the other four being Abbotsford, Church Street south, Cremorne and Victoria Parade.

120. A Strategy of the SEES relevant to this application is Strategy 2: Retain and grow Yarra's Major Employment precincts:

> *To accommodate projected demand for commercial floor space, Yarra's two large consolidated employment precincts at Gipps Street, Collingwood and Cremorne/Church Street South, Richmond should be retained for employment activities. These areas have made a gradual transition from predominantly industrial uses to a wider mix of activities that include professional services, creative industries, medical-related activities and small-scale manufacture. Zoning should continue to exclude residential development to retain the core employment function of these precincts.*

121. The strategy includes the following precinct specific directions for the Gipps Street precinct:

> *Given projected demand for employment floor space, and office floor space in particular, the precinct should retain its employment focus. Recent zoning changes have already provided greater flexibility in the range of permissible employment land uses.*

Although there are many retail and hospitality business beyond the immediate Gipps Street precinct, the lack of retail within the precinct could be a barrier to attracting new businesses. The collection of smaller business on Glasshouse Road at the western edge of the precinct might be interpreted as evidence of the attractiveness of the more vibrant quarters of the precinct.

More detailed built form guidance would provide greater clarity about opportunities for additional development and the scale and form envisaged.

This precinct could accommodate future demand for floor space generated by both the Victoria Parade health precinct and the Johnston Street Activity Centre, where capacity for growth is more constrained.

122. The SEES also acknowledges that *employment across the precinct is changing, with the evolution of a more diverse commercial employment base focused around the creative sector, service industries, and hybrid office/industrial businesses.*

Advertising

123. The application was advertised under the provisions of Section 52 of the *Planning and Environment Act (1987)* by 2,227 letters sent to surrounding owners and occupiers and by one sign display on the Rupert Street frontage. Eighteen (18) objections were received to the application that can be summarised as follows:

(a) Heritage and Design:

(i) Design, size, height and mass of the development is inconsistent with the existing neighbourhood character and is an overdevelopment;
(ii) The existing building will lose its identity and link associated with the "working class" of the area; and
(iii) The design is too "brutal".

(b) Use and Off-Site Amenity Impacts:

(iv) Noise, overshadowing, blocking of views and shadows cast over solar panels;
(v) Overshadowing of the public realm;
(vi) The development will block views and dominate the skyline;
(vii) The development fails to include public open space, that is accessible i.e. the roof top "park" is inaccessible to the public, and even more so, for the disabled; and
(viii) Impacts on equitable development opportunities of surrounding properties.

(c) Traffic and Car Parking:

(ix) The car parking reduction cannot be supported within local road network;

(d) Other:

(x) The development will lead to the further gentrification of the area;
(xi) Behavioural impacts (i.e. patrons urinating in the street);
(xii) Construction will cause significant disruption in terms of noise and large vehicles driving through surrounding streets;
(xiii) Access for ambulances, fire brigade and police vehicles inadequate; and
(xiv) The development may overload existing infrastructure services.

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

124. Due to the volume of objections received and Government restrictions related to COVID-19, a planning consultation was not held. However, a planning Information Session was held during the advertising period on 09th January 2020, where residents had access to planning officers and the permit applicant. The planning officer overseeing the application has been available via phone and email to residents wishing to discuss the matter further.

Referrals

External Referrals

125. The application was referred to the following authority:

    (a) Department of Transport.

126. No objection to the application was received. The responses have been included as an attachment to this report.

Internal Referrals

127. The application was referred to the following units within Council:

    (a) Urban Design Unit (public realm only);
    (b) Engineering Unit;
    (c) Strategic Transport Unit;
    (d) City Works Unit;
    (e) Heritage Advisor; and
    (f) ESD Advisor.

External Consultants

128. The application was referred to the following external consultants:

    (a) Urban Design (Global South Pty. Ltd.);
    (b) Acoustics (SLR Consulting);
    (c) Wind (Vipac Engineers and Scientists Ltd.); and

129. Referral comments have been included as attachments to this report.

OFFICER ASSESSMENT

130. The primary considerations for this application are as follows:

    (a) Strategic Justification;
    (b) Land use(s);
    (c) Built form – Heritage and Urban Design;
    (d) On-site amenity;
    (e) Off-site amenity;
    (f) Car parking and bicycle provisions; and
    (g) Objector concerns.

Strategic Justification

131. The proposal has strong strategic support at a State and local level. The C2Z which applies to the site is capable of accommodating greater density and higher built form, subject to individual site constraints.

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

132. State and local policies (such as clauses 11.02-1S and 21.04-3) encourage the concentration of development near activity centres (with the Smith Street Major Activity Centre located approximately 490m west), diversifying employment opportunities and more intense development on sites well connected to public transport.

133. Pursuant to State policy at clause 17, economic development is to be fostered by *'…providing land, facilitating decisions and resolving land use conflicts, so that each region may built on its strengths and achieve its economic potential'.* At a local level, the Municipal Strategic Statement at Clause 21.04-3 seeks to *'increase the number and diversity of local employment opportunities'.* The proposal will support economic opportunities in a highly accessible, service-rich area. The varied uses proposed will increase employment opportunities as well as support the surrounding commercial uses through the provision of temporary accommodation. The proposal is complementary to the surrounding area due to the sites location and is not expected to pose interface conflict issues.

134. Council's recent SEES document, identifies the Gipps Street Major Employment precinct as evolving to including '*a more diverse commercial employment base focused around the creative sector, service industries and hybrid office/industrial businesses'.* The proposal is a hybrid of all of these use and will comfortably knit into this emerging culture of uses within the precinct.

135. In regard to the proposed built form, local and state policies encourage the concentration of development in and around activity centres but also intensifying development on sites that are specifically zoned to be tailored to accommodate development that is well connected to public transport and therefore ensuring the efficient use of existing infrastructure, which is also an important facet of Clause 65.

136. Schedule 11 to the DDO also provides further guidance for the preferred direction for development on the subject site and the surrounding land, which reinforces current State and Local policy to increase the number and diversity of employment opportunities within and around activity centres as is proposed and discussed favourably.

137. The application proposes the construction of a thirteen-storey building that will accommodate the array of uses described in "*The Proposal*" (and further discussed under the following heading), in an area that has potential for an increase in development (as is also evidenced by the number of large developments in the surrounding area that can be seen from multiple streets). The area is undergoing significant development and the proposal is highly consistent with the purpose of the zone and strategic intent for this area (including the requirements within Schedule 11 of the DDO that seek to encourage intensification of commercial uses and provision of diverse employment opportunities.

138. Clause 17.04-1R seeks to maintain and develop Metropolitan Melbourne as a desirable tourist destination. The provision of a residential hotel within the composition of uses proposed for the site will also contribute to the availability of accommodation within the locality, while concurrently supporting the local economy through additional visitors to the area. Given the location with the Smith Street Activity Centre, this is considered an appropriate location for temporary accommodation. Furthermore, the location of the site in proximity to the Central Business District and the Gipps Street employment precinct is likely to support proximate accommodation for business travellers.

139. The site's proximity to transport would encourage the use of alternative modes of transport to and from the site rather than reliance on motor vehicles, complying with clauses 21.03 – Vision; 18.02-2S – Public Transport; and 21.06 –Transport of the Scheme.

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

140. While there may be strong strategic direction for intensified development and a car parking reduction on the subject site, the built form policy and direction under clauses 22.05 – *Interface uses* and Clause 15 - *Built Environment and Heritage*, Clause 21.05 - *Built Form* of the Scheme also outline that consideration must be given to the design of the building and its interfaces with the surrounding area. These policies will therefore be considered in associated with the requirements within Schedule 11 of the DDO.

141. It must also be acknowledged that the size of the subject site allows for a more robust development to occur, on the site, in its existing underutilised conditions.

142. However, more intensive growth, whilst strongly supported by policy, must respond to existing conditions and be tempered to respect the existing neighbourhood and heritage character and the site's relationship with adjoining built form in terms of producing a reasonable scale and ameliorate or reduce off-site amenity impacts. These factors will be discussed in turn.

143. Having regard to the above, the proposed re-development of the site for a mixed use commercial use of this scale is considered to have strategic planning support.

Land Use(s)

144. The use of the site as a mixed-use building containing retail, hotel, office and various arts spaces is supported by both State and Local policy, as outlined previously within the *Policy and Strategic Support* section.

145. Additionally, the zoning of the land being C2Z includes the objective of encouraging development of commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.

146. The arts and crafts facilities, office use, and art gallery do not require a planning permit in the C2Z. The residential hotel, retail area, cinema, restricted recreation and restaurant areas, all require planning permission as detailed earlier in this report.

147. With regard to permit required aspects of the proposal, they are broadly considered to support the economic growth of the area, without competing with the semi-industrial and warehouse nature of other surrounding land uses.

148. The variety of uses within the scheme are likely to attract people working and living in the area, others such as the residential hotel, the arts and crafts facilities / working spaces and art gallery, including the cinema, will attract people from other areas which is a positive outcome for this underutilised site.

149. The mixed use function of the building supports the purpose of the zone, and the objectives and strategies outlined earlier. In considering land use applications within a C2Z also requires consideration of the following matters:

(a) The effect of existing uses on the proposed use
(b) The drainage of the land
(c) The availability and connection to services; and
(d) The effect of traffic to be generated

150. With respect to drainage and services, there is no evidence that the subject site cannot connect to the existing drainage networks and service. The effect of traffic generation will be discussed later in the report.

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

151. The impact on existing uses requires further discussion. It is anticipated that as the surrounding uses are primarily commercial in nature that the proposed development can adequately manage offsite impacts. It is acknowledge that there some existing dwellings within the C2Z proximate to the site which also must be considered.

152. Clause 22.05 (Interface Uses Policy) requires new non-residential use and development within Commercial Zones to be designed to minimise noise and visual amenity impacts upon nearby, existing residential properties as well as requiring building design to ensure that the ongoing viability of surrounding industrial and commercial properties is not impacted through the introduction of more sensitive land uses.

153. Broadly speaking, and subject to conditions and some fine tuning of hours, the uses support the intent of both the PPF and LPPFs whilst being complimentary to each other and the immediate area. It is considered that the proposal will enhance existing uses in the area (particularly commercial) by providing ground level retail tenancies and an under-croft and accessible commercial laneway that will effectively activate this interface to the street.

154. The uses that require a planning permit are the residential hotel, retail (shops), cinema, restaurant and restricted recreation. Each permit-required use is discussed in turn.

Residential Hotel

155. The residential hotel will be spread across the fifth to the eleventh floors of Building B with 24/7 operation and managed by one operator with the hotel lobby at ground floor. The residential hotel, will have up to 98 rooms ranging between 15.6sq.m.-29.7sq.m. (as shown on plans prepared by 6a Architects, dated 22 May 2020).

156. To ensure that the amenity of the surrounding area is not unreasonably impacted from noise or activity associated with the residential hotel, a permit condition can be included for a management plan to control the use. The policies and procedures outlined within a management plan will ensure that external amenity impacts from the residential hotel, such as noise and guest behaviour are appropriately managed.

157. Additionally, as the site is located proximate to 'Rupert on Rupert' a condition on permit will require confirmation that the hotel is appropriately acoustically treated to ensure that existing businesses are not affected by the new proposal.

158. The provision for a residential hotel within a building with a diverse range of activities (ranging from retail, restaurants, a cinema, arts and crafts facilities, art gallery, restricted retail and office) that will support the local economy through appealing to a wider audience including additional visitors to the area, both for short and long-term stay with the provision of temporary accommodation, complying with Clause 17.04-1S that seeks to maintain and develop Metropolitan Melbourne as a desirable tourist destination. The location of the site is also likely to support accommodation for business operators proximate to the site and is considered to be an appropriate use, subject to conditions.

Retail (Shops)

159. The retail space is located at the ground floor of both buildings and is split into 5 tenancies with operating hours of 7am to midnight, 7 days a week. Whilst the retail space is supported in its application with some flexibility in terms of range of use (in terms of those nested in the Scheme), the hours of operation to 12 midnight are questionable. The shops will be conditioned to have reduced hours to 10pm.

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

160. Council's external Acoustic consultant has not raised any concerns with the hours in terms of noise. However, when combined with the restaurant and cinema (both permit required uses and proposed with closing hours of 12 midnight) with combined patron numbers of 726, it is considered appropriate to reduce these hours to ensure that customers and patrons, alike, are staggered in their egress. With this in mind, the closing time of the retail space will be reduced to 10pm, which is only 2hrs less than that proposed. Whilst it is acknowledged that surrounding land is Commercial 2, this is also commensurate with sleep noise disturbance criteria managing some of the impacts pertaining to the closest dwellings (albeit also zoned Commercial 2) facing Gipps Street of consequent pedestrian foot traffic into the late night hours.

Cinema

161. The cinema is proposed at the second floor of Building B with up to 46 patrons and operating hours of 10am to midnight, 7 days a week. The cinema is a small scale operation given the number of patrons and is supported as proposed.

Restaurant

162. The restaurant spaces are spread across the second floor of Building A and third floor (mezzanine) of Building B and roof top garden with up to 680 patrons and operating hours of 7am to midnight, 7 days a week. This is considered to be a significant number of patrons and in balancing the needs of the commercial intensification of the site, each tenancy will be capped with a patron limit and the hours capped as outlined above. It is reiterated that no application has been made for licensing of these premises.

163. A further condition will also restrict any speakers from being erected externally to the building and / or used within the balcony and or terrace areas.

164. A condition will also limit delivery hours to Council's standard delivery times to ensure deliveries are undertaken at appropriate times (7am to 10pm). The sketch plans also show a reduction in the floor area of the restaurant use, and in applying the patron number, this will be tailored to accord with that as follows:

(a) Unit B (Second floor): 350 patrons; and
(b) Unit B (Mezzanine): 110 patrons.

Restricted recreation

165. The restricted recreation area is spread across the second, third and fifth floors of Building A with up to 300 patrons (combined) and operating hours of 7am to 9pm for two of the three tenancies, and 5am to 10pm for the other, all 7 days a week. The gym will be primarily used by people who live and work in the area or within the same building. This use will be complimentary to the array of uses, both permit required and non-permit required, forming part of this development.

166. With the exception of the residential hotel, that will, in higher probability, be used by those associated with the offices, it is considered that there will be a high turn-over of patrons – thereby reducing impacts on surrounding car parking and traffic. It is also highlighted that the closest land zoned Mixed Use that permits 'Accommodation' as an appropriate land use, is located approximately 100m south-west of the subject site, and therefore has a generous separation distance and buffer from the subject site. This is also consistent with one of the purposes of the zone which is '*To ensure that uses do not affect the safety and amenity of adjacent, more sensitive uses*'. Off-site amenity impacts are considered further under a separate heading later in this assessment.

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

167. Given the diverse range of uses, and proximity to Smith Street, including the neighbourhood activity centre of Johnston Street, and zoning of surrounding land, this is considered an appropriate and welcomed injection of land use activity.

Built form - Heritage and Urban Design

168. In considering the design and built form of the proposed development, the most relevant aspects of the Scheme are provided at Clause 15 (Built Environment and Heritage), Clause 21.05 (Built Form), Clause 22.02 (Development Guidelines for Sites subject to the Heritage Overlay) and Clause 43.02 (Design and Development Overlay Schedule 11) of the Scheme.

169. Particular regard must be given to the acceptability of the extent of demolition from a heritage perspective, design in terms of height and massing, street setbacks and relationship to nearby buildings. This assessment will also consider the building design response to ESD considerations with applicable policy Clause 22.16 (Stormwater Management), Clause 22.17 (Environmentally Sustainable Development).

Context

170. The direct interfaces to the subject site include single and double-storey buildings to the north and west, a laneway to the south, beyond which is a four-storey building and double-storey building to on the opposite side of Rupert Street, all of which are hard-edged, robust and angular in their architectural expression and have either a former warehouse / industrial appearance or office influenced design.

171. The broader context includes the 17 storey tower associated with the Yorkshire Brewery 100m west of the site in addition to other more recent taller built form additions to the skyline along Wellington Street, and Langridge Street, and some of which are under construction.

172. The area is strategically identified for growth and is currently in transition from low scale industrial uses to now including greater scale and new service and arts industries which are all collocating. It is clear that the proposed 13 storey building would be taller than the buildings immediately interfacing the site. However this is consistent with the strategic direction provided by policy in this area and the direction of scale, proportions, built form and mass of approved in surrounding developments such as those located at intersection of Wellington and Langridge Streets and northern side of Northumberland Street, Gipps Street and other proposed developments located on Rupert and Rokeby Street.

173. Nonetheless, the site's context requires careful consideration to ensure that new buildings achieve the preferred future character as outlined with the DDO control which seeks to the following :

(a) *A built form business and commercial environment which builds on the existing fine grain industrial nature of the area that allows for innovation and interest;*

(b) *A vibrant and safe street environment due to an increasing amount of street orientated development particularly on Gipps and Langridge Street;*

(c) *A consistent streetscape and well-articulated buildings with street facades built to a height of up to 3 – 4 storeys. Taller built form will set back from property boundaries and spaced to create new interest and variety in building forms.*

Demolition and heritage (retention of the façade to the "Former Davis' Pickle and Sauce Factory")

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

174. Clause 22.02-5.1 of the Scheme generally discourages the full demolition of a building unless the building is not contributory. As identified earlier, the "Former Davis' Pickle and Sauce Factory", is listed as being "Individually significant" in Appendix 8, *City of Yarra Review of Heritage Overlay Areas 2007*.

175. The proposal is to incorporate the original facade of the "Former Davis' Pickle and Sauce Factory building" as is demonstrated in "The Proposal" section of this report. In determining whether the extent of demolition is appropriate, the permit applicant submitted a heritage report, labelled *Report to Council – Assessment of Heritage Impacts*, prepared and authored by Bryce Raworth Pty. Ltd. and dated November 2019. The report provides a history and description of the subject site, and includes an MMBW map that identifies the site as comprising a series of narrow fronted sites and containing dwellings in 1899. The industrial change of this site came about in the interwar period when the area was industrialised with the "Former Davis' Pickle and Sauce Factory building" constructed in 1925, this only relating to the extent of the site, identified as the northern portion in the description under "The Subject Site" heading.

176. It is identified that the "more" significant part of the site, is the northern portion – relating to Building A, and more specifically the façade "Former Davis' Pickle and Sauce Factory building". That said, the section of building behind the façade, including that within the southern portion is of less significance to the historical identity of the site, and the heritage report supports the extent of demolition in anticipation of the development.

177. A review of the application material was undertaken by Council's Heritage Advisor who was generally comfortable with the form of the new building however sought some changes and requested additional information regarding the interior of the building.

178. It was also indicated that the returns of the façade are proposed to be reconstructed by reinstating these using the original bricks.

179. A request for an onsite inspection of the building's interior to ascertain the internal integrity of the building was sought however this could not be accommodated due to current Government COVID-19 restrictions. The permit applicant, in their response to the referral advice emailed to Council on 3rd June, provided images of the interior for Council's records (see attachments). The images clearly show internal changes to the building that have occurred over time, with limited original features identified. The images provided are not conclusive however there are no internal controls applicable to the site, but a condition will require detailed internal photographs to be submitted for archival purposes.

180. The structure of the heritage comment as they relate to demolition concentrated on the demolition of heritage feature including dropping of the sill heights of the windows, demolition of the return walls of the retained heritage building and the removal of the parapet render. Comments regarding the materiality of the building will be responded to later in the report.

181. The removal of the existing windows to make way for new replacement windows in the retained "Former Davis' Pickle and Sauce Factory building" façade, with a reduced sill height is not supported as the windows are original and Council's Heritage Advisor does not support this. The fact that the replacement windows are derivative of the site's former industrial past, and not dissimilar in design from that existing, albeit larger, is no reason to support this variation.

182. The revised architectural plans as prepared by 6a Architects, dated 22 May 2020, have also included plans to scale of 1:50 of the façade showing the extent of restoration and renewal with regard to the return walls, with annotated dimensions of wall thickness and façade height. The replacement return walls are supported and a condition will require the decision plans to include this detail whilst maintaining the existing windows.

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

183. The widening of the central opening to the "Former Davis' Pickle and Sauce Factory building" façade, is supported, given that this relates to a smaller portion of wall and a smaller window as compared to the remainder. This is considered to be a good compromise in terms of achieving a response that maintains the integrity of the building whilst adapting this to the development.

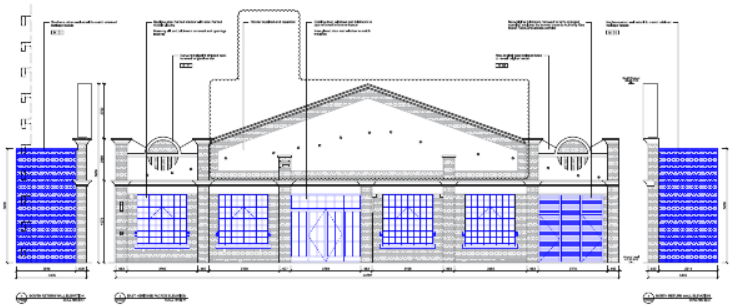


Figure 22: Demolition plan of the former Davis' Pickle and Sauce Factory building's facade as prepared by 6a Architects, dated 22 May 2020.

184. From a broader heritage perspective, the proposal's design response is distinguishable from the heritage fabric of the retained façade and has considered the context of the heritage place as required by policy at Clauses 15.03-1S (Heritage conservation) and 22.02-5.7.1 of the Scheme. Building A will adequately re-use heritage fabric with the provision of a new opening within the building framework of the "Former Davis' Pickle and Sauce Factory building". At longer range views all new sections of built form will be distinguishable from original heritage fabric which is compliant with policy at Clause 22.02-5.7.1 of the Scheme. It is also highlighted that Council's Heritage Advisor did not object or raise any concerns in relation to the height, upper level setbacks and hence separation distance and links of new built form and fabric as viewed in association with the original heritage façade.

New development

185. It is important for any assessment of building height and neighbourhood character to balance the range of influencing factors affecting this area, including policy provisions, existing height characteristics of nearby built form and preferred future character for the area.

186. The Scheme provides guidance to assist in determining whether the proposed height is acceptable within the site context. In relation to the PPF, building heights are best derived from specific design objectives; being contextual design, the aspirations for urban consolidation and issues of minimising adverse off-site amenity impacts rather than outlining specific height limits.

187. With regard to policy direction under the Scheme, clause 21.05 – *Urban Design* contains Objective 17: *to retain Yarra's identity as a low-rise urban form with pockets of higher development.* Strategy 17.2 reads as follows:

    (a) 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:

        (i) *Significant upper level setbacks;*
        (ii) *Architectural design excellence;*
        (iii) *Best practice environmental sustainability objectives in design and construction;*
        (iv) *High quality restoration and adaptive re-use of heritage buildings;*
        (v) *Positive contribution to the enhancement of the public domain; and*
        (vi) *Provision of affordable housing.*

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

188. Based on the policy above, the proposed development must be able to demonstrate specific benefits to gain policy support for a height greater than 6 storeys. Further policy guidance is provided by Schedule 11 to the DDO where the preferred character for the Gipps Street Precinct is (as relevant to the development):

    (a) *A built form business and commercial environment which builds on the existing fine grain industrial nature of the area that allows for innovation and interest; and*
    (b) *A consistent streetscape with active street-frontages and well-articulated buildings with street facades built to a height of up to 3-4 storeys. Taller built form will be set back from property boundaries and spaced to create new interest and variety in building forms.*

189. The following requirements are applicable to developments above four storeys:

    (a) *Demonstrate a high standard of architectural design;*
    (b) *Minimise overshadowing of adjoining streets, public spaces or private properties;*
    (c) *Be set back from along the northern side of the following streets:*

        (i) *Gipps Street; and*
        (ii) *Langridge Street*

190. Development should also be designed to:

    (a) *have active and attractive frontages.*
    (b) *address street activity in its interface design, avoiding recessed car parking at street level.*
    (c) *be well articulated and modulated.*
    (d) *use materials and finishes which complement adjacent development and enhance the appearance of the narrow street network.*

191. In response to the policy framework applicable to the site and the objectives describing the preferred future character of this precinct, the proposal at 13 storeys, whilst greater in height than most existing surrounding buildings will be commensurate with other buildings approved by Council in more recent years and is responsive to this shift in built form. The area has seen and is continuing to undergo substantial change in terms of taller built forms (both constructed and under construction) and it is considered that the design in its submitted form has been well considered in relation to its context and within the C2Z where more robust built form such as that proposed are becoming more readily visible. The application was also referred to Council's Urban Design consultant Mr Simon McPherson who generally in support of the proposal subject to some design changes.

192. The development has adopted a hard-edge to Rupert Street consistent with surrounding built form. The podium design provides a transitional podium, as it is expressed across the site from the north to the south incorporating the heritage façade then rising to the 3 storey trellis framed building and then to 4 storey to the southern end presenting as a more solid masonry building.

193. The interface a ground level incorporates the centralised laneway forming the main entry point into the development. As proposed, the widening of the laneway at the south-east corner to make way for vehicle access and limits the intrusion of an obvious vehicle entry point by utilising the existing crossover albeit wider.

194. The ground level of Building B proposed an undercroft arrangement with a recessed retail premises and the sideage of the proposed substation and vast entry space leading to the core of the building and lobby space of the building.

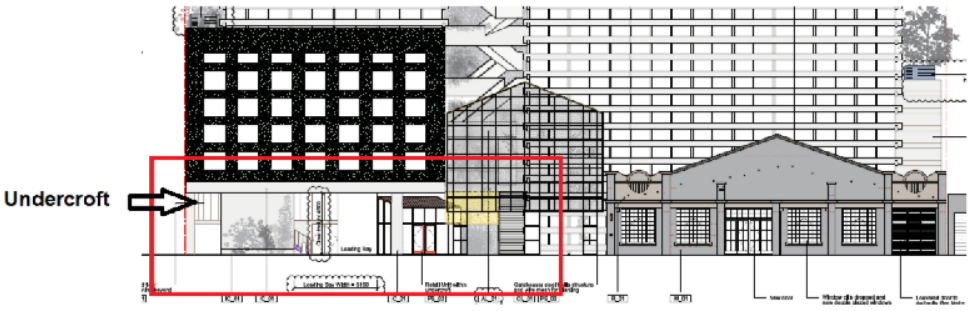


Figure 23: Undercroft to Building B.

195. The urban design comments regarding this ground level interface were critical of the lack of integration and legibility of the space and recommended more activation at ground level. The permit applicant showed in the schematic plans, dated 22 May 2020, a redesigned ground level which improved the street interface by relocating the retail tenancy (i.e. "Unit A") to Rupert Street and relocating the substation further west, addressing the comments made by Council's Urban Design consultant in relation to increasing the extent of active frontage. Additionally the revisions included substantial columns which better reflect the hard edge construction typically found in the area while still maintaining a good level of permeability into the site (See figure below).

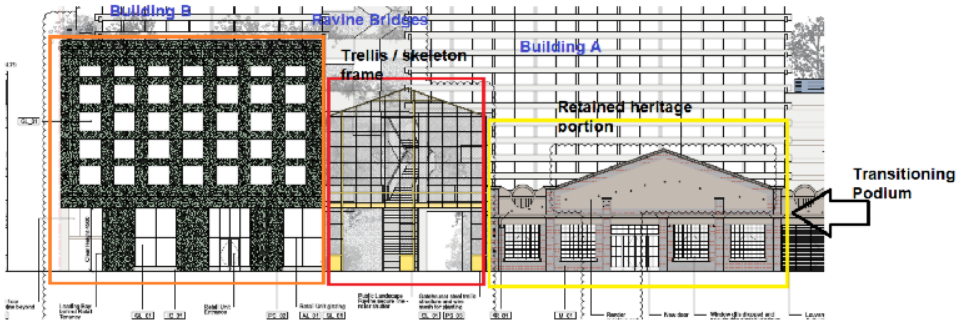


Figure 24: East elevation as prepared by 6a Architects, dated 22 May 2020 – with transitioning podium highlighted and varied frontage at the ground floor of Building B as result of the relocation of "Unit A".

196. It is considered that this revised ground level approach achieves the policy direction under Clause 21.05-4 (Public Environment) of the Scheme which requires developments to provide pedestrian/human scaled designs at street level with enhances street interaction and provides an appropriate relationship to the street.

197. The tower relationship to the street proposes a different response between Buildings A and B.

198. Behind the heritage façade, Building A has been setback a minimum distance of 3m from Rupert Street which is expressed the entire width of this building. Council's Urban Design consultant does not support the 3m setback adopted above the retained street wall associated with Building A and has indicated a preference for a greater setback in the order of 4m-5m to reduce the built form presence in the street.

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

199. Council's Heritage Adviser supports the adopted setbacks and states within the heritage comments that '*there are sufficient precedents in this part of Collingwood as to permit a building of this height, scale etc. without having an adverse effect on any heritage values, in this case of the host building'*. In this instance, the interplay between the new tower element and remnant heritage fabric presents as an appropriate response, the 3m setback adopted provides a clear delineation between the old and new fabric as discussed in the heritage section, and for this portion of the development a greater setback is not required.



Figure 25: Montage showing the maintenance of the heritage façade in its 3D appearance, and new building behind the parapet.

200. Similarly, Council's Urban Design consultant raised concern with expression of Building B which in effect rose vertically for 13 storeys with little relief as it presented to Rupert Street. The suggestion was for the incorporation of a greater setback above the four-storey podium associated with Building B in the order of 3m to reduce the imposing relationship of the building to Rupert Street, The permit applicant in the sketch plans dated 22 May 2020 have incorporated this into the design which is considered to moderate the interface to Rupert Street, and align the upper level setbacks of Building B would be consistent with the setbacks of Building A. This would provide a uniformed approach, so that the upper levels with their narrow ribs, appear as a backdrop to a more prominent transitioned podium to Rupert Street.



Figure 26: Montage identifying the 3m setback of Building B that has a consistent alignment with Building A

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

201. The walls to the north and west of Building A would be constructed to abut the on-boundary walls of boundaries of surrounding commercial buildings for up to three storeys, before setting back 3.4m from the north and 3.2m from the west. The setbacks of Building B would be constructed to abut the on-boundary walls of boundaries of surrounding commercial buildings for up to four storeys before setting back between 600mm and 760mm from the west and 3m from the south.

202. The setbacks of upper levels adopted to the north, south and west have been supported by Council's Urban Design consultant, largely due to the as-built conditions of surrounding buildings, which occupy 100% of their sites. The surrounding non-sensitive interfaces justify each elevation's relationship with its immediate neighbouring property and Officers also consider that the surrounding physical context can comfortably absorb the height of the building, as well as the setbacks adopted from each boundary.

203. Council's Urban Design consultant has indicated support of the narrow setbacks adopted at the fifth through to the twelfth levels of Building B as measured from the western boundary. This elevation has façade ribs extending into this setback and importantly no windows (see Figure 24 below) located to this interface which does not raise issues of any future implied rights to light. Where located, this stretch of built form abuts the western property site namely property no. 110 Rokeby Street. Council's Urban Design consultant has expressed support for this configuration, stating that future development to the west (and hence associated equitable development opportunities) will be able to adopt a zero setback, whilst in the meantime the current scheme does not result in an unarticulated blank wall facing west.

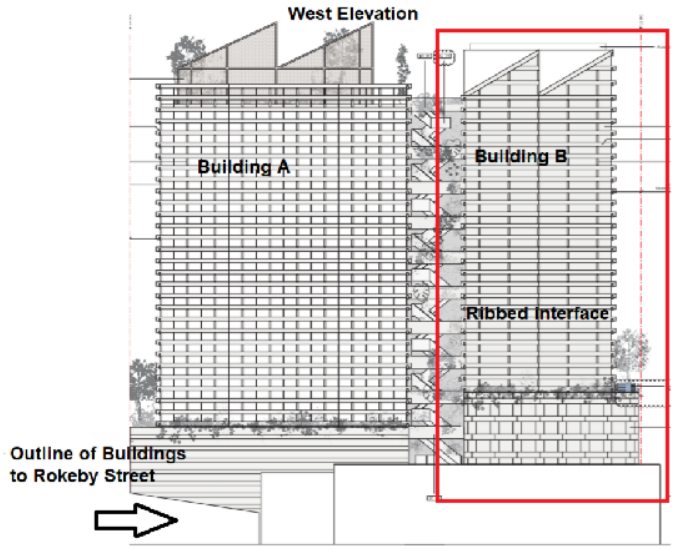


Figure 27: West elevation identifying the ribbed interface of Building B.

204. The western adjoining property also has opportunity to take advantage of its northern and western orientation. The 3m setbacks across the remainder of the building from the northern, southern and western boundaries (with the latter relating to Building A) are supported and are considered to go far enough assist in providing adequate equitable development opportunities for neighbouring sites.

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

205. Council's Urban Design consultant recommended the further articulation of the towers so that these interfaces become less imposing to the street, but didn't provide any re-design suggestions. However, it is considered that the varied ribbed approach to each building, combined with the transitioning podium at the street level, and solid to void ratio, all stack up to provide a well-articulated building when viewed as a whole, both from close range angles and long range. It is agreed with the permit applicant's response to the referral advice of 3rd June, that "*the façade mediates this scale – of close and near – with the use of many small components that are assembled or 'stacked' together to form a façade that has a very deep articulation (more than half a metre in relief) that allows the building to read as a clear volume from afar but increases the visual texture and detail as one sees the building closer or interacts from inside the building".*

206. The development, whilst complex by scale and brutalist in parts by design, has simple lines with a varied architectural expression that can be read as five elements, (i.e. two towers articulated with varied ribbed widths, the heritage façade, a central trellis / framing element to a central laneway and a four-storey portion of textured green concrete walls) that combined will provide a contemporary building comfortably placed in the Rupert Street setting. Council's Urban Design consultant made a further recommendation to further extend the stairs of the ravine bridges towards Rupert Street. The sketch plans, dated 22 May 2020 have improved the ravine bridging element by making this more visually prominent through extending the landings and widening the separation to make this feature more prominent.

207. The elevations are expressed in a robust manner that is characteristic of surrounding taller buildings but doesn't attempt to replicate a "typical" tower with fenestration. The brutalist nature of ribbed walls can be adequately absorbed by the surrounding commercial and industrial context, including the hard-edged construction of surrounding buildings and a wider scale, of other comparable tall buildings that when seen in combination will not appear as being prominent as compared to when these are perceived in their isolated manner on plan. The distribution of finishes is supported and is considered to provide articulation worthy of support. It is also considered that overall, the building is adequately animated to each elevation by the adopted solid-to void ratio and with regard to Rupert Street, the five elements discussed earlier.

208. Overall, it considered that the development is massed so that it appropriately references its surrounding context. The development would also use materials that include pre-cast concrete (four varieties) that are supported in their proposed application (despite Council's Heritage Advisor's concerns with regard to the smooth grained precast –concrete PC02 which has a green tone) with the four-storey podium comprised primarily of square-shaped windows and a green tone, all good quality and derived of the materials of other surrounding built forms in a broader context. Policy direction at clause 21.05 of the Scheme is also considered to have been adequately addressed with regard to offering an appropriate heritage response, and an overall building height that is supported by Council's Heritage Adviser and Urban Design consultant.

209. With the above policies and requirements in mind, it is considered that the height of the proposed building can be supported in light of the development proposing architectural design excellence, best practise ESD outcomes and positive contributions to the public realm. The reasons for policy support are as follows:

    (a) The proposed building would present as two towers within the skyline with ravine connecting bridges and at a human scale will provide a transitioning podium, that combines the single-storey heritage façade (original fabric associated with Building A) a three-storey, pitched frame, trellis element to the south (framing the primary entrance from the street to the "public laneway"), and the four-storey, podium, (associated with Building B) as indicated at Figure 5, within "The Proposal" section of this report, in line with policy that talks to street facades.

(b) The upper levels above the podium, will be setback 3m behind the heritage façade with the setbacks associated with Building B, also increased to 3m as shown in the architectural plans as prepared by 6a Architects, dated 22 May 2020 (increased from a minimum 600mm as shown on the "decision plans");
(c) The development responds to the design objectives at Clause 15.01-2S with a contemporary design that is appropriate and responds well to this emerging part of Collingwood;
(d) Council's ESD advisor supports the proposal and confirms it largely meets Council's best practise standards for ESD outcomes (deficiencies will be discussed in detail later in this assessment);
(e) The design detail and overall choice of materials are supported, given the solid to void ratio and hence degree of transparency and varied juxtaposition of windows and balconies across the eastern elevation hence is well articulated and modulated (achieving compliance with the requirements of Schedule 11 of the DDO);
(f) Landscaping has been incorporated through the levels and within the roof terraces including the ravine bridges, with the ground level that will provide an open entrance and central public laneway for easy access into the site for patrons, customers and staff; and
(g) The development avoids car parking at street level through the provision of basement car parking with vehicle access provided from the laneway to the south as is encouraged by policy at Clause 22.07 (Development abutting laneways) of the Scheme. The plans as prepared by 6a Architects, dated 22 May 2020, have improved this aspect of the proposal by encouraging greater use of the laneway.

On-site amenity

210. It has been well established by VCAT that residential hotels do not require the same standard of internal amenity as a dwelling given the short term, temporary nature of the accommodation type.

211. In the matter of *Tribe v Whitehorse CC* [2014] VCAT 212, the Tribunal made the following observations at paragraphs 59 and 62 regarding the serviced apartments, which could equally apply to a residential hotel:

> [59] *The proposed apartments do not have layouts or facilities consistent with what would typically be provided for dwellings. As noted by the objectors, some apartments do not have balconies or ground level courtyards for open space, living spaces rather than some bedrooms are 'internalised' within the unit layout and facilities like storage and areas to dry clothes are not provided. The 'apartments' are, in many cases small, and more akin to a motel unit with cooking facilities.*
> …
> *[62] By and large, I do not see any difficulty with apartments of the size and type proposed being used for temporary accommodation. However, I would not approve them for dwellings providing permanent accommodation given the standard of amenity they provide. The absence of open space for some apartments, the internal layouts and absence of facilities do not make the proposed units suitable for permanent accommodation.*

212. However, whilst residential hotels are not expected to provide the same level of internal amenity as permanent accommodation, a level of amenity commensurate with the expectations of temporary accommodation still needs to be considered. This was explored through the recent VCAT decision of nearby site at Nos. 42-44 Oxford Street, 61-63 Cambridge Street and 16 Langridge Street, *Langridge and Cambridge Funding Development Pty Ltd v Yarra CC* [2018] VCAT 703, which at paragraph 126 stated that:

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

[126] We accept there is limited guidance in the scheme as to the benchmarks that would demonstrate that a hotel room provides acceptable amenity. Clearly daylight, ventilation, safety and communal spaces are necessary starting points.

213. Overall it is considered that the residential hotel will reach an appropriate level of internal amenity for occupants and guests. A notable difference between a hotel room and an apartment is that significantly less time is spent inside the rooms, particularly in bedrooms, during the day, with a constant turnover.

Daylight and ventilation

214. The rooms of the residential hotel are (whilst made even smaller by the sketch plans), are functional in layout and geometry. They are clearly for short stay with each room fitted with one bed and bathroom. This is typical of a business-style, short stay accommodation. Furthermore, high floor-to-ceiling heights of 3.4m will be provided to all habitable spaces within the rooms that combined with the level of glazing will create a sense of spaciousness for guests.

215. The development is general is considered to provide a good level of amenity and indoor environmental quality. Specifically, this is achieved through good access to daylight for each level through a generous display of fenestration including ventilation opportunities with open ravine bridges. Building A has a northern orientation and hence excellent solar exposure. The development provides large expanses of glazing at all levels. A condition will require the plans to be further updated to identify all operable windows to the office areas, as requested by Council's ESD Advisor.

216. The design incorporates openings to Rupert Street, including a large communal roof terrace and balconies at the fourth level of Building A and fifth level of Building B. The building adequately takes advantage of the northern and eastern interface through the provision of fenestration and reduces the number of windows to the west. Each floor level would be provided with service amenities and accessible to staff with lifts and a stairwell.

Circulation Spaces

217. The entrances from Rupert Street, provide access to a central laneway that has lifts, stairs servicing the upper levels, and service amenities associated with the building. The main entrances are provided with adequate sightlines from Rupert Street so people can see both in and out when entering or leaving. The circulation spaces in their configuration, afford an excellent level of amenity to future building occupants, that have been further improved with the reconfiguration of the retail tenancy and substation as shown on the ground floor plans prepared by 6a Architects, dated 22 May 2020.

218. Council's Urban Design consultant raised a query around the access and security arrangements for the site and access to the lifts after hours. The permit applicant indicated in their response dated 3rd June, that lifts will be available to allow access to the various uses within the hours of operation, and has agreed to a condition to control the publicly accessible rooftop terrace with an endorsed Community Benefits Management Plan (that also provides details in relation to the artist studio tenancies associated with the arts and crafts centre) as a condition (noting that one has already been provided but will need to be updated to reflect the plans as prepared by 6a Architects, dated 22 May 2020).

219. It has also been indicated that CCTV and motion-detection lighting will also be installed throughout the premises.

Facilities

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

220. Adequate facilities in terms of service amenities are provided at each level for all occupants of the building. Bicycle parking and end-of-trip facilities are also incorporated into the scheme. Outdoor areas as indicated have also been provided and will further enhance the on-site amenity and staff enjoyment of the building.

Environmentally Sustainable Design (ESD)

221. 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.

222. 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.

223. 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) *Connect rainwater reuse to toilets.*
(b) *Rainwater tanks are required to be connected to all year-round demand such as toilet flushing to be effective as stormwater treatment – update approach to connect 6000L tank to toilets*.

Outstanding Information:

(a) *Clarify provision of operable windows throughout office areas to reduce reliance on mechanical systems.*
(b) *There are inconsistencies between the model input of VLT (0.55) for Glazing and the stated minimum (0.4). This needs to be consistent between this, the report and the proposed energy modelling.*
(c) *The type of glazing needs to be reconciled through energy modelling and clarification of daylight modelling. Only then can an evaluation of thermal comfort be made.*
(d) *Evidence (preliminary modelling or glazing calculations are required to support evidence for energy savings. A target over the 2016 reference case is also required to be provided).*
(e) *Clarify consistency with zero carbon goal. Zero carbon is not possible to achieve without offsets if gas is used in the building and there is no information on renewable energy procurement.*
(f) *Specify proportion as % of total, or GHG reduced and remove vague language from materials section.*
(g) *An EMP is required to be provided prior to construction commencing.*
(h) *Update architectural drawings (TP1102) to match details provided in the WMP.*

224. A revised SMP was submitted with the permit applicant's response to the referral advice. This report was not peer reviewed in light of the fact that this would form a condition of any planning permit.

225. The permit applicant, in their response to the referral advice, indicated that they have a preference that the requirement to connect the rainwater tank to the toilets is not specified within the condition due to maintenance concerns and that it was preferred to use the rainwater for landscaping irrigation. It is not unusual in any circumstance for a new building to have a preference for recycling water for irrigation and it is an agreed position that some flexibility should be granted.

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

226. The remainder of the items identified can be addressed with a condition requiring an amended Sustainable Management Plan (SMP) to be submitted concurrent with any amended plans requested as a consequence of other conditions detailed in earlier sections of this report.

227. The standard condition which requires an implementation report to confirm all measures specified in the Sustainability Management Plan have been implemented in accordance with the approved plan will also be included.

Waste management

228. An initial Waste Management Plan (WMP) was submitted by the Applicant and reviewed by Council's City Works Branch, who indicated that it was satisfactory.

229. However, given the scope of changes to the building as a result of conditions resulting reconfigured layout, a condition will require the submission of an amended WMP that reflects the modified building, as per the plans requested at Condition 1.

Off-site amenity

Visual bulk and overlooking

230. With all interfaces with the subject site being to commercial buildings, and zoned Commercial 2, largely built to boundaries, including to streets, the development would not be subject to unreasonable visual bulk impacts and would not result in unreasonable overlooking. It is also an accepted principle that overlooking only occurs between habitable rooms (i.e. bedrooms and living rooms) and private open space. The proposed development is commercial as are surrounding existing buildings.

Overshadowing

231. As discussed earlier in the report, the proposed development would increase the shadow impact into the public domain and would be cast to the west, east, south-west and south-east. There is no secluded area of private open space associated with any existing dwelling that would be impacted by the additional shadows cast.

Noise

232. In respect to amenity impacts, Clause 22.05 of the Scheme seeks to ensure that new non-residential uses do not unreasonably impact dwellings including through noise, light spill, emissions and rubbish. The closest purpose-built dwellings are located 55m to the north of the subject site, facing Gipps Street. Whilst zoned Commercial 2, the separation distance and their orientation, with the subject site located south, would remove any immediate impact on these dwellings.

233. As indicated earlier, a permit condition can be included for a management plan to control the residential hotel use. The policies and procedures outlined within a management plan will ensure that external amenity impacts from the residential hotel, such as noise and guest behaviour are appropriately managed.

234. Further conditioning of the retail (shops) component will include reduced hours to 10pm, to stagger egress and reduce consequent pedestrian foot traffic into the late night hours within surrounding streets.

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

235. Clause 22.05 further requires new residential developments in activity centres to include design features to minimise the impact of the normal operation of business. In this regard, noise impacts from existing commercial plant and existing taverns (such as "Rupert on Rupert" at property no. 73 Rupert Street, Collingwood) in the area are of most relevance. As part of this application, an acoustic report was submitted (authored by Wood and Grieve Engineers and dated 20th November 2019) which dealt with noise emissions and noise intrusion from the development (i.e. mechanical plant noise, traffic and music noise), and considered the noise impact from noise emissions from the tavern (i.e. "Rupert on Rupert").

236. Council's acoustic engineers were satisfied with the findings and conclusions of the report but queried whether the worst case scenario music projections were considered from the tavern bar as measured from the hotel rooms. This is because, this development, being the "agent of change" could impact the tavern's compliance with the State Environment Protection Policy — Control of Music Noise from Public Premises (SEPP N2). The referral advice was provided to the permit applicant, and in an email dated 3rd June 2020, responded, with an attachment that included the following comments in response to Council's acoustic engineers:

    (a) *The planning permit (PLN13/0272) for the neighbouring bar at 67-73 Rupert Street has been reviewed to understand the venue's responsibilities with regard to noise attenuation. The permit includes restrictions on hours of operation, patron numbers (no more than 200), and the level of music amplification allowed (background or performers using non-amplified instruments).*

    (b) *The permit has been reviewed by our acoustic consultant, Stantec Australia Pty Ltd, who have advised that based on the current conditions, there is no need to update our previously submitted Acoustic Report. This is because the parameters assessed in the existing report are sufficient to understand that the proposed scheme will be acceptable from an acoustic perspective provided that Rupert on Rupert adhere to their permit conditions.*

237. With the above in mind, no further adjustments are required to be made to the acoustic report provided with the application, other than ensuring that this references the plans required by Condition 1.

238. Conditions will also require compliance of all mechanical equipment prior to and post development of the land to ensure that all criteria of SEPP N-1 are met to Council's satisfaction.

Fumes and air emissions, light spillage

239. All uses will be conducted indoors (with the exception of the outdoor balconies / roof top garden). The proposal is not considered to result in unreasonable air emissions, and whilst there will be a degree of light spill, the surrounding land is zoned Commercial 2 and non-sensitive. There would be no fumes associated with any of the permit required uses identified.

Car parking and bicycle provisions

240. The applicant is seeking a statutory parking reduction of 229 car parking spaces, with 40 on-site car parking spaces proposed. To support the reduction in the statutory rate, a Transport Impact Assessment was undertaken by One Mile Grid and dated 2nd July 2019, with parking availability in the neighbourhood also reviewed.

Parking Availability

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

241. On-street parking occupancy surveys of the surrounding area were undertaken and suggest a generous amount of on-street car parking in the vicinity. Council's Traffic Engineers also confirmed that the availability of parking in the vicinity is very high during business hours. However, this is blanketed by time based parking restrictions that would be a disincentive for employees or staff to drive. The car parking restrictions would also provide regular turnover throughout the day, thereby allowing visitors to park near the site.

242. The surrounding area has ample transport contextually supporting a development of this scale in the inner city. The availability of alternative transport methods will be discussed in turn.

Parking Demand

243. In support of the reduced car parking on-site, examples of existing uses within the City of Yarra with reduced on-site car parking rates (primarily offices) were provided by Councils Traffic Engineers. Details of these development sites (also referenced in the body of the report) are provided as follows:

Development Site	Approved Office Parking Rate
60-88 Cremorne Street PLN17/0626 issued 21 June 2018	0.72 spaces per 100 m^2 (233 on-site spaces; 27,306 m^2)
2-16 Northumberland Street, Collingwood PLN16/1150 issued 14 June 2017	0.89 spaces per 100 m^2 (135 on-site spaces; 15,300 m^2)
71-93 Gipps Street, Collingwood PLN16/1150 (Amended 04 June 2020) issued 30 August 2017	0.96 spaces per 100 m^2 (87 on-site spaces; 8,923 m^2)

244. Council's Traffic Engineers provided the following comments in relation to each use with car parking provision and a permit requirement:

Parking Demand Consideration	*Details*
Parking Demand for the Office Use	*The office would be providing on-site car parking at a rate of 0.3 spaces per 100 m^2 of floor area. Office developments throughout the municipality have been approved by Council with reduced rates. A few examples include:* ▪ *60-88 Cremorne Street, Cremorne – 0.72 spaces/100 m^2* ▪ *71-93 Gipps Street, Collingwood – 0.96 spaces/100m^2* ▪ *2-16 Northumberland Street, Collingwood – 0.89 spaces/100m^2* *Although lower than the above rates, the proposed office parking rate of 0.30 spaces per 100 square metres of floor space is considered appropriate as the site seeks to minimise private car dependency and promote more sustainable forms of transport.*
Parking Demand for the Residential Hotel	*Residential Hotels can be classified as tourist accommodation facilities. In terms of parking provision for this type of accommodation, the NSW Roads and Maritime Services' Guide to Traffic Generating Developments version 2.2 provides a parking rate of one off-street space per four bedrooms (0.25 spaces per one-room apartment). Applying a*

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

	rate of 0.25 spaces per room would result in a car parking demand of 21 car parking spaces. The actual parking demand for the residential hotel would be off-set by the lack of available long-stay on-street parking, the proximity to public transport services and access to on-street car share pods.
Parking Demand for the Retail Use	*A retail staff parking demand of 1 space per 100m^2 of floor area could be adopted, resulting in 7 spaces. We expect that customers would be drawn from the surrounding area.*
Parking Demand for the Restaurant and Food and Drink Premises	*Using the statutory parking rate, the restaurant would generate a parking demand of 20 spaces. Patrons to the restaurant and café would be drawn from the surrounding area (residences and local businesses).*
Parking Demand for the Wellness Centre and Gymnasium	*The wellness centre and gymnasium uses (indoor recreation facilities) have not been provided with on-sit parking. Patrons to these uses would also be drawn from the local surrounding area. Council has approved a number of recreation facilities without on-site parking, including the following:* ▪ *9-11 Rooney Street, Richmond – Gymnasium; 45 patrons* ▪ *224 Brunswick Street, Fitzroy – Gymnasium; 40 patrons* ▪ *563 Victoria Street, Abbotsford – Gymnasium; 40 patrons*
Parking Demand for the Art and Craft Market and Art Gallery	*According to One Mile Grid traffic engineering consultants, these uses would be replacing the existing use (community/social space), which has no on-site parking.*
Parking Demand for the Cinema	*The cinema would generate a parking demand of 13 spaces (based on the statutory parking rate of 0.3 space per patron). It is agreed that patrons to the cinema would combine their visit by engaging in other activities whilst in the area.*

245. Specifically in relation to the particular benefits of the site location with regard to the reduced rate of on-site car parking, Council's Traffic Engineers have indicated that:

(a) There is ample public transport, with trams located on Smith Street and Victoria Parade, buses on Hoddle Street and the Collingwood railway station, all within walking distance;
(b) Visitors 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 cycling; and
(c) 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.

Traffic

246. Council's Traffic Engineers have confirmed that the traffic generation is reasonable, and that any increase in the volume of traffic generated by the development could be accommodated within the local road network without adversely impacting on the traffic operation of nearby streets.

Access and layout

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

247. 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.

248. These details, along with the proposed ramp designs have been reviewed by Council's Traffic Engineers who were satisfied with the layout of the car parking area. Council's Traffic Engineers have requested that the plans be revised to include the following details / dimensions that will be addressed by way of conditions:

    (a) The dimension of the headroom clearance of the ramped access-way;
    (b) Confirmation from an accredited access consult to determine whether the accessible parking spaces are satisfactory from an accessibility perspective and whether they satisfy the intent of DDA;
    (c) All column depths, setbacks and locations clearly annotated and dimensioned and positioned to ensure that they do not encroach into the parking space clearance envelopes;
    (d) All ramp grade and transition grade lengths dimensioned;
    (e) The deletion of any directional arrows and hold lines shown on the plans;
    (f) The surface material of the setback area adjacent to the laneway different to that of the laneway to clearly demarcate the difference in surface treatment.

249. Further, requirements related to the removal of a sewer vent in the laneway before the commencement of works. The permit applicant, in their response to the referral advice have indicated that they were provided with advice from City West Water, suggesting that the vent was private and was not required to be maintained or relocated as part of this development. The permit applicant has indicated that they would accept the following condition whilst waiting for the response from City West Water to be formalised:

    (a) Confirmation from the relevant water authority that the sewer vent in the laneway can either be retained in the existing location or is no longer required and can be removed. If neither of these options can occur, the sewer vent is to be relocated to the satisfaction of the relevant water authority.

250. It is an agreed position that the condition will adequately address the sewer vent.

251. Further conditions related to the provision of a convex mirror to improve visibility on the underside of Building B of pedestrians. This was consequential to the location of the substation to the street. However, this will relocated as part of addressing the changes adopted in the plans prepared by 6a Architects, dated 22 May 2020 is no longer required. The requirement relating to the south splay of the loading bay vehicle crossing is also no longer required as the loading bay will be relocated and access will be via the southern laneway entrance. The crossover will be widened from 6.17m to 6.78m to allow for improved accessibility. Council's Traffic Engineer will have further opportunity to review the changes at the time that these plans are submitted for endorsement.

252. 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. It will also form a condition of permit that the plans be updated to show the reinstatement of curbs where existing vehicle crossovers are being made redundant and reconfigured.

253. 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.

Electric vehicles

254. The ESD commitments include provision of at least 5% electric vehicle charging spaces with further opportunity to for future upgrades available.

Bicycle parking

255. The application was referred to Council's Strategic Transport Unit, who was supportive of the bicycle parking provision (given that it exceeds the requirements of the Scheme and continues to with the sketch plans with a total of 214 bicycle spaces) but recommended:

(a) *The deletion of the 'stair' between the ground floor and mezzanine level bike parking facility. A ramp or lift compliant with AS2890.3 requirements or otherwise to the satisfaction of the responsible authority should be installed in place of the stair. It is acceptable if the total number of bike parking spaces is reduced to achieve this purpose.*
(b) *A minimum of 28 visitor spaces in a location easily accessible to visitors of the site. At least half the visitor spaces should be at a horizontal at grade space (e.g. bike hoop).*
(c) *A minimum of 61 employee bike parking spaces in a secure location only accessible to employees of the site or residential hotel guests.*
(d) *Prior to the commencement of the development, the permit holder must pay the City of Yarra a $5,000 contribution for the installation of a contra-flow bicycle lane on Rupert Street between Gipps Street and Langridge Street – or similar bicycle access improvements to the subject site as agreed in writing between the two parties.*
The City of Yarra must use these funds on the agreed project within 12-months of the permit expiry. 12-months after the expiry of the permit, the permit holder may request a refund for the full amount if the agreed project has not been commenced.

256. It is considered appropriate for the above to form conditions, to ensure the adequate design of the bicycle spaces and ensure their use.

Green Travel Plan (GTP)

257. The permit applicant provided a Green Travel Plan that was peer reviewed by Council's Strategic Transport Unit. Their only requirement was for this to be amended to be consistent with any endorsed plans consequent to Condition 1 changes / requirements.

Objector concerns.

(a) Heritage and Design:

(i) Design, size, height and mass of the development is inconsistent with the existing neighbourhood character and is an overdevelopment;
(ii) The existing building will lose its identity and link associated with the "working class" of the area; and
(iii) The design is too "brutal".

258. Built form and massing (including height and design) is discussed within paragraphs 185 - 209. The design subject to conditions detailed within the body of the assessment will achieve, on balance, an acceptable planning outcome on land zoned Commercial 2. The site's identity to the "working class" is not a planning consideration. But rather, the fact that the heritage building will be retained and incorporated into the scheme, is considered to be an adequate response to the site's past and history. The design is "brutal" by design and this is considered to be acceptable.

(b) Use and Off-Site Amenity Impacts:

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

(i) Noise, overshadowing, blocking of views and shadows cast over solar panels;
(ii) Overshadowing of the public realm;
(iii) The development will block views and dominate the skyline;
(iv) The development fails to include public open space, that is accessible i.e. the roof top "park" is inaccessible to the public, and even more so, for the disabled; and
(v) Impacts on equitable development opportunities of surrounding properties.

259. Off-site amenity impacts to neighbouring residential properties in terms of overlooking, noise, overshadowing have been addressed at paragraphs 230 – 238. The development will add another building to the skyline of Collingwood but will not impact any view of any identified landmark at Clause 22.03-4 of the Scheme. The roof top terrace will be publically accessible via a lift that will also be DDA compliant. However, the roof terrace is not required explicitly to be publically accessible given that this is on private land. Equitable development opportunities have been discussed and cannot be applied in the same vein as if the site were residentially zoned. One Objector raised concerns about the shadowing of solar panels, however resides on Campbell Street, some distance from the subject site.

(c) Traffic and Car Parking:

(i) The car parking reduction cannot be supported within local road network;

260. Traffic and car parking has been addressed at paragraphs 240 to 253.

(d) Other:

(i) The development will lead to the further gentrification of the area;
(ii) Behavioural impacts (i.e. patrons urinating in the street);
(iii) Construction will cause significant disruption in terms of noise and large vehicles driving through surrounding streets;
(iv) Access for ambulances, fire brigade and police vehicles inadequate; and
(v) The development may overload existing infrastructure services.

261. The development is considered to be well sited in terms of its location with readily available resources and services and within proximity to the Melbourne CBD. Behavioural related matters of staff is not a planning consideration and is a matter for the police. However, it is in the interest of staff to abide by proper rules and conduct themselves in a manner that is respectful of their neighbours.

262. Conditions will require Construction Management Plan addressing matters of construction and excavation. The site can adequately be serviced by emergency vehicles no differently from other surrounding sites that rely on the same road network, and Councils Engineering Unit has not indicated that the development would overload existing infrastructure services.

Conclusion

263. 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.

264. The proposal, subject to the conditions recommended, is an acceptable planning outcome that demonstrates clear compliance with the relevant Council policies.

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

RECOMMENDATION

265. That having considered all objections and relevant planning policies, the Committee resolves to advise the VCAT, permit applicant and parties to the proceedings, that if it were is a position to, it would have issued a Notice of Decision to Grant a Planning Permit for the Part demolition to allow for the development of a multi-level building and use for a residential hotel, retail (shops), cinema, restaurant, and restricted recreation with a reduction in the associated car parking requirement of the Yarra Planning Scheme 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 the plans prepared by 6a Architects, and dated 28 November 2019 but modified to:

   (a) Adopt all design changes as shown and detailed on the plans received by Council prepared by 6a Architects, dated 22 May 2020 which show (key changes):

      (i) The reduction in the length of the crossover across the façade of the subject site and conversion of the central crossover to a kerb and channel;
      (ii) Removal of any reference to the removal of paint from the parapet of the former *Davis' Pickle and Sauce Factory* building;
      (iii) The central laneway within the development widened to 11.84m and the retail tenancies reconfigured to have "Unit A" (as labelled on the plans), extend across the Rupert Street boundary;
      (iv) The stairs of the central ravine extended with landing decks;
      (v) Reconfigured bicycle and end-of-trip facilities;
      (vi) The setback of Building B, from the fifth floor and above, increased to 3m from Rupert Street; and
      (vii) The residential hotel rooms increased with areas ranging between 15.6sq.m.-29.7sq.m.

   But further modified to show:

   <u>General</u>

   (b) Correction of north point on floor plans;
   (c) Plans correctly to label each floor level;
   (d) All retail premises to be shown as 'shop' on the floor plans

   <u>Design</u>

   (e) Retention of existing facade windows (with the exception of that to the immediate north of the central door) of former *Davis' Pickle and Sauce Factory* building;

   <u>Car parking</u>

   (f) The 'stair' between the ground floor and mezzanine level bike parking facility deleted and replaced with a ramp or lift compliant with AS2890.3 requirements. It is acceptable if the total number of bike parking spaces is reduced to achieve this.
   (g) A minimum of 28 visitor spaces in a location easily accessible to visitors of the site with at least half the visitor spaces horizontal at grade space (e.g. bike hoop).
   (h) A minimum of 61 employee bike parking spaces in a secure location only accessible to employees of the site or residential hotel guests.

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

(i) The headroom clearance of the ramped access-way dimensioned;
(j) Plan notation from an accredited access consultant confirming that the accessible parking spaces are satisfactory from an accessibility perspective and satisfy the intent of the DDA;
(k) All column depths, setbacks and locations clearly annotated and dimensioned and positioned to ensure that they do not encroach into the parking space clearance envelopes;
(l) All ramp grade and transition grade lengths dimensioned;
(m) The deletion of any directional arrows and hold lines;
(n) The surface material of the setback area adjacent to the laneway different to that of the laneway to clearly demarcate the difference in surface treatment;

Reports

(o) Any requirement of the endorsed Façade Strategy and Materials and Finishes Plan (condition 3) (where relevant to show on plans).
(p) Any requirement of the endorsed Landscape Plan (condition 7) (where relevant to show on plans).
(q) Any requirement of the endorsed Sustainable Management Plan (condition 9) (where relevant to show on plans).
(r) Any requirement of the endorsed Green Travel Plan (condition 13) (where relevant to show on plans).
(s) Any requirement of the endorsed Waste Management Plan (condition 15) (where relevant to show on plans).
(t) Any requirement of the endorsed Acoustic Report (condition 18) (where relevant to show on plans including notations of key commitments).
(u) Any requirement of the endorsed Wind Assessment Report (condition 24) (where relevant to show on plans).

2. Before demolition commences, a detailed and annotated photographic record of the former *Davis' Pickle and Sauce Factory* building context must be submitted to and approved by the Responsible Authority as a record of the building. The photographs must:

(a) include the interior and each external elevation of the building;
(b) be submitted in black and white format; and
(c) be taken by a suitably qualified heritage photographer.

Façade Strategy and Materials and Finishes Plan

3. 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:

(a) elevations at a scale of 1:20 or 1:50 illustrating typical podium and tower details, entries and doors;
(b) elevations at a scale of 1:20 or 1:50 detailing all reconstruction works of the northern and southern boundary returns of the former Davis Pickle sauce Factory including notations to say use of recycled bricks and details of all façade works including all restoration works and 'make good works' associated with works to the entries to be prepared by suitably qualified heritage architect;
(c) section drawings to demonstrate façade systems, including fixing details and joints between materials or changes in form;
(d) information about how the heritage façade will be maintained, including any vegetation and informal seating; and

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

(e) a materials schedule and coloured drawings and renders outlining colours, materials and finishes and graffiti proofing of walls to the street.

4. The use and 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.

5. Before the endorsement of plans, written confirmation must be provided from the relevant water authority that the sewer vent in the laneway can either be retained in the existing location or is no longer required and can be removed. If neither of these options can occur, the sewer vent is to be relocated to the satisfaction of the relevant water authority.

6. As part of the ongoing progress and development of the site, 6a Architects 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

7. Concurrent with the plans requested at Condition 1, a 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 Landscape Plan must show:

   (a) make reference to design changes as required by Condition 1 and include additional landscaping as required by the amended Wind Assessment Report at Condition 20;
   (b) The landscaping on any of the upper levels and how this is going to be maintained, including information on waterproofing, growing media, irrigation and mulch;
   (c) Details of how any mulch specified on the higher levels will not be at risk of blowing away during high wind events must be provided;
   (d) Details of custom furniture proposed, ensuring safety and compliance standards are met; and
   (e) All plants proposed confirmed to not be listed within DELWP *Advisory List of Environmental Weeds in Victoria*.

8. 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.

Sustainable Management Plan

9. Concurrent with the plans requested at Condition 1, 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.

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

The amended Sustainable Management Plan must be generally in accordance with the Sustainable Management Plan prepared by Atelier Ten dated June 2019 but modified to make reference to design changes as required by Condition 1 and include the following details

(a) Clarify provision of operable windows throughout office areas to reduce reliance on mechanical systems;
(b) The report and the proposed energy modelling to be consistent in its detailing (i.e. there are inconsistencies between the model input of VLT (0.55) for Glazing and the stated minimum (0.4);
(c) The type of glazing with regard to energy modelling and clarification of daylight modelling;
(d) Preliminary modelling or glazing calculations to support evidence for energy savings (i.e. note that a target over the 2016 reference case is required);
(e) Clarification regarding the consistency with zero carbon goal (i.e. this may not be feasible);
(f) Specify proportions as % of total, or GHG reduced and remove vague language from materials section;
(g) Provision of an EMP; and
(h) Update architectural drawings to match details provided in any updated Waste Management Plan.

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.

Car Park Management Plan

12. 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 and location of car parking spaces allocated to each tenancy;
(b) any tandem parking spaces allocated to a single tenancy;
(c) the number and location of car spaces for shared use, including time of shared use;
(d) the management of visitor car parking spaces and security arrangements for occupants of the development, including details on how residential visitors are to access car parking;
(e) details of way-finding, cleaning and security of end of trip bicycle facilities;
(f) policing arrangements and formal agreements;
(g) 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.; and
(h) details regarding the management of loading and unloading of goods and materials.

Green Travel Plan

13. Concurrent with the plans requested at Condition 1, 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.

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

The amended Green Travel Plan must be generally in accordance with the Green Travel Plan prepared by One Mile Grid Traffic Engineering dated 3rd July 2019, but modified to make reference to the plans as endorsed at Condition 1.

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

15. Concurrent with the plans requested at Condition 1, 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.

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.

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

18. Concurrent with plans requested at Condition 1, 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 Wood and Grieve Engineers and dated 20 November 2019, but modified to include / make reference to:

    (a) The plans requested at Condition 1
    (b) Confirmation and evidence to show consideration and all amelioration measures required to address the location of any music venues including 'Rupert on Rupert'.

19. Within 6 months of the commencement of the residential hotel use, a supplementary Acoustic Report to the satisfaction of the Responsible Authority must be prepared by a suitably qualified acoustic engineer that confirms that all measures endorsed as part of the Acoustic Report required at Condition 18 have been implemented. The acoustic report must be submitted to and approved by the Responsible Authority. When approved, the Acoustic Report will be endorsed and will form part of this permit.

20. All uses must comply at all times with the State Environment Protection Policy — Control of Noise from Commerce, Industry and Trade (SEPP N-1).

21. All uses must comply at all times with the State Environment Protection Policy — Control of Music Noise from Public Premises (SEPP N-2).

22. The provision of music on the land must be at a background noise level at all times.

23. The provisions, recommendations and requirements of the endorsed Acoustic Report must be implemented and complied with to the satisfaction of the Responsible Authority.

Wind Assessment Report

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

24. Concurrent with the plans requested at Condition 1, an amended Wind Assessment Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Wind Assessment Report will be endorsed and will form part of this permit. The amended Wind Assessment Report must be generally in accordance with the findings of the report titled *'Environmental Wind Speed Measurements on a Wind Tunnel Model of the 81-89 Rupert Street Development, Collingwood''* prepared and authored by MEL Consultants and dated 22 November 2019 (Revision No. 2) but modified to include (or show):

    (a) Assessment of the development as amended pursuant to Condition 1 with:

        (i) Further assessment of the open air terraces on Levels 01 and 03;
        (ii) Planting of established trees on Level 03 with a maintenance regime that ensures their survival; and
        (iii) Application of stricter wind comfort criterions of '*stationary short exposure'* to the lift lobbies and tenancy entrance areas.

25. The provisions, recommendations and requirements of the endorsed Wind Assessment Report must be implemented and complied with to the satisfaction of the Responsible Authority.

Community Benefit Assessment Report

26. The Community Benefit Assessment Report prepared by SGS Economics and Planning dated 19 November 2019, must be updated to the satisfaction of the Responsible Authority to reflect the plans as required by Condition 1 and its requirements. The report must also provide details in relation to the methods applied to ensure ongoing public access to all uses within the hours of operation detailed within this planning permit (including the roof top garden). When approved, the plan will be endorsed and will then form part of the permit.

    Within 12 months of the uses commencing, confirmation from the permit holder that all community benefit measures outlined in the endorsed Community Benefit Assessment are operational.

Residential Hotel Use / Management Plan

27. Concurrent with the plans required by Condition 1, a Residential Hotel 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 then form part of the permit. The plan must detail the following:

    (a) procedures, and standards for guests to minimise amenity and parking problems in the neighbourhood;
    (b) ongoing measures to be taken to ensure residential hotel guests and visitors do not cause any unreasonable amenity impact to persons beyond the land;
    (c) establishment of a line of communication with adjoining owners and occupiers aimed at identifying and addressing amenity concerns;
    (d) an outline of all house rules intended to be used to manage residents and guests including:

        (i) guest behaviour;
        (ii) noise; and
        (iii) methods of eviction if house rules are broken;

    (e) details of eviction process in the event house rules are broken;
    (f) standards for property maintenance, health and cleanliness;
    (g) security against thefts and break-ins, including security of guests' belongings.

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

28. The residential hotel use must be managed in accordance with the endorsed Residential Hotel Management Plan.

Retail (Shops)

29. Except with the prior written consent of the Responsible Authority, the retail (shops) use authorised by this permit may only operate between the following hours:

    (a) Monday to Sunday: 7.00am – 10pm.

Cinema

30. Except with the prior written consent of the Responsible Authority, the cinema authorised by this permit may only operate between the following hours with up to 46 patrons:

    (a) Monday to Sunday: 10.00am – 12 midnight.

Restaurant / food and drink premises

31. Except with the prior written consent of the Responsible Authority, the restaurant(s) / food and drink premises authorised by this permit may only operate between the following hours:

    (a) Monday to Sunday: 7.00am – 12 midnight.

32. Except with the prior written consent of the Responsible Authority, the restaurant use authorised by this permit may only operate with the following patron numbers:

    (a) Unit B (Second floor): 350 patrons; and
    (b) Unit B (Mezzanine): 110 patrons.

Restricted Recreation

33. Except with the prior written consent of the Responsible Authority, the restricted recreation areas authorised by this permit may only operate between the following hours:

    (a) Monday to Sunday: 5.00am – 10pm.

34. Except with the prior written consent of the Responsible Authority, the restricted recreation areas authorised by this permit may only operate with the following patron numbers:

    (a) Unit C - Wellness Suite: 150 Patrons; and
    (b) Gymnasium: 150 patrons.

Developer contribution

35. Prior to the commencement of the development, the permit holder must pay the Responsible Authority a $5,000 contribution for the installation of a contra-flow bicycle lane on Rupert Street between Gipps Street and Langridge Street – or similar bicycle access improvements to the subject site as agreed in writing.

36. The Responsible Authority must use the funds on the agreed project within 12 months of the permit expiry. After 12 months, after the expiry of the permit, the permit holder may request a refund for the full amount if the agreed project has not been commenced.

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

Road Infrastructure

37. 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.

38. 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 outside the building's frontage must be constructed:

    (a) at the permit holder's cost; and
    (b) to the satisfaction of the Responsible Authority.

39. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, all public infrastructure, including re-sheeting of the footpath for the entire width of the property must be pursued:

    (a) at the permit holder's cost; and
    (b) to the satisfaction of the Responsible Authority.

40. 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.

Car parking

41. 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.

42. Except with the prior written consent of the Responsible Authority, no less than 40 car spaces must be provided on the site at all times.

Loading on Site

43. 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.

Lighting

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

44. 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 and internal laneway 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

45. Finished floor levels shown on the endorsed plans must not be altered or modified without the prior written consent of the Responsible Authority.

46. Speakers external to the building (inclusive of the balcony / terraces and rooftop areas) must not be erected or used.

47. As part of the ongoing progress and development of the site, 6a Architects (being the architect who designed the building), 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.

48. 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.

49. 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.

50. All buildings and works must be maintained in good order and appearance to the satisfaction of the Responsible Authority.

51. 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.

52. Delivery and collection of goods to and from the land may only occur between 7am and 10pm Monday to Saturday, or after 9am on a Sunday or public holiday except for those allowed under any relevant local law.

Construction Management

53. Before the use and 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;

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

(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.

Construction Times

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

54. Except with the prior written consent of the Responsible Authority, demolition or construction works must not be carried out:

    (a) Monday-Friday (excluding public holidays) before 7 am or after 6 pm;
    (b) Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday) before 9 am or after 3 pm; or
    (c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.

Time expiry

55. 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;
    (c) The use(s) is not commenced within five years of the date of this permit; and

56. 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:

This site is subject to a Heritage Overlay. A planning permit may be required for any further external works.

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 5585 for further information.

Provision must be made for drainage of the site to a legal point of discharge. Please contact Council's Building Services on 9205 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 businesses (whether as owners, lessees/tenants or occupiers) 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.

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 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

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.

CONTACT OFFICER: **John Theodosakis**
TITLE: **Principal Planner**
TEL: **9205 5307**

Attachments

1 Advertised Architectural Plans (original)
2 Materials Board
3 Heritage Expert Report
4 Traffic Impact Assessment
5 Waste Management Plan
6 Sustainable Management Plan
7 Economic Report
8 Acoustic Report
9 Wind Report
10 Green Travel Plan
11 Advice from Internal Referrals
12 Advice from External Consultants / Referrals
13 Response to referral advice - received 3rd June
14 Part 1 - Plans prepared by 6a Architects, dated 22 May 2020 (received by Council 3 June, 2020)
15 Part 2 - Plans prepared by 6a Architects, dated 22 May 2020 (received by Council 3 June, 2020)
16 Part 3 Plans prepared by 6a Architects, dated 22 May 2020 (received by Council 3 June, 2020)
17 Part 4 - Plans prepared by 6a Architects, dated 22 May 2020 (received by Council 3 June, 2020)
18 Part 5 - Plans prepared by 6a Architects, dated 22 May 2020 (received by Council 3 June, 2020)
19 Part 6 - Plans prepared by 6a Architects, dated 22 May 2020 (received by Council 3 June, 2020)
20 Part 7 - Plans prepared by 6a Architects, dated 22 May 2020 (received by Council 3 June, 2020)
21 Part 8 - Plans prepared by 6a Architects, dated 22 May 2020 (received by Council 3 June, 2020)
22 Part 9 - Plans prepared by 6a Architects, dated 22 May 2020 (received by Council 3 June, 2020)
23 Part 10 - Plans prepared by 6a Architects, dated 22 May 2020 (received by Council 3 June, 2020)
24 Part 11 - Plans prepared by 6a Architects, dated 22 May 2020 (received by Council 3 June, 2020)
25 Part 12 - Plans prepared by 6a Architects, dated 22 May 2020 (received by Council 3 June, 2020)

Attachment 1 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Officer Report as extracted from IDAC Agenda 15 July

26 Part 13 - Plans prepared by 6a Architects, dated 22 May 2020 (received by Council 3 June, 2020)

27 Part 14 - Plans prepared by 6a Architects, dated 22 May 2020 (received by Council 3 June, 2020)

1.2 PLN19/0570 - 81 – 89 Rupert Street, Collingwood. - Construction of mixed use (up to thirteen storeys - containing a residential hotel, retail (shops), cinema, restaurants, restricted recreation facilities – permit required uses) building (inclusive of mezzanine levels) and a reduction in the car parking requirement.

Reference: D20/120388
Authoriser: Manager Statutory Planning

RECOMMENDATION

265. That having considered all objections and relevant planning policies, the Committee resolves to advise the VCAT, permit applicant and parties to the proceedings, that if it were is a position to, it would have issued a Notice of Decision to Grant a Planning Permit for the Part demolition to allow for the development of a multi-level building and use for a residential hotel, retail (shops), cinema, restaurant, and restricted recreation with a reduction in the associated car parking requirement of the Yarra Planning Scheme 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 the plans prepared by 6a Architects, and dated 28 November 2019 but modified to:

   (a) Adopt all design changes as shown and detailed on the plans received by Council prepared by 6a Architects, dated 22 May 2020 which show (key changes):

      (i) The reduction in the length of the crossover across the façade of the subject site and conversion of the central crossover to a kerb and channel;
      (ii) Removal of any reference to the removal of paint from the parapet of the former *Davis' Pickle and Sauce Factory* building;
      (iii) The central laneway within the development widened to 11.84m and the retail tenancies reconfigured to have "Unit A" (as labelled on the plans), extend across the Rupert Street boundary;
      (iv) The stairs of the central ravine extended with landing decks;
      (v) Reconfigured bicycle and end-of-trip facilities;
      (vi) The setback of Building B, from the fifth floor and above, increased to 3m from Rupert Street; and
      (vii) The residential hotel rooms increased with areas ranging between 15.6sq.m.-29.7sq.m.

   But further modified to show:

   <u>General</u>

   (b) Correction of north point on floor plans;
   (c) Plans correctly to label each floor level;
   (d) All retail premises to be shown as 'shop' on the floor plans

   <u>Design</u>

   (e) Retention of existing facade windows (with the exception of that to the immediate north of the central door) of former *Davis' Pickle and Sauce Factory* building;

   <u>Car parking</u>

(f) The 'stair' between the ground floor and mezzanine level bike parking facility deleted and replaced with a ramp or lift compliant with AS2890.3 requirements. It is acceptable if the total number of bike parking spaces is reduced to achieve this.
(g) A minimum of 28 visitor spaces in a location easily accessible to visitors of the site with at least half the visitor spaces horizontal at grade space (e.g. bike hoop).
(h) A minimum of 61 employee bike parking spaces in a secure location only accessible to employees of the site or residential hotel guests.
(i) The headroom clearance of the ramped access-way dimensioned;
(j) Plan notation from an accredited access consultant confirming that the accessible parking spaces are satisfactory from an accessibility perspective and satisfy the intent of the DDA;
(k) All column depths, setbacks and locations clearly annotated and dimensioned and positioned to ensure that they do not encroach into the parking space clearance envelopes;
(l) All ramp grade and transition grade lengths dimensioned;
(m) The deletion of any directional arrows and hold lines;
(n) The surface material of the setback area adjacent to the laneway different to that of the laneway to clearly demarcate the difference in surface treatment;

Reports

(o) Any requirement of the endorsed Façade Strategy and Materials and Finishes Plan (condition 3) (where relevant to show on plans).
(p) Any requirement of the endorsed Landscape Plan (condition 7) (where relevant to show on plans).
(q) Any requirement of the endorsed Sustainable Management Plan (condition 9) (where relevant to show on plans).
(r) Any requirement of the endorsed Green Travel Plan (condition 13) (where relevant to show on plans).
(s) Any requirement of the endorsed Waste Management Plan (condition 15) (where relevant to show on plans).
(t) Any requirement of the endorsed Acoustic Report (condition 18) (where relevant to show on plans including notations of key commitments).
(u) Any requirement of the endorsed Wind Assessment Report (condition 24) (where relevant to show on plans).

2. Before demolition commences, a detailed and annotated photographic record of the former *Davis' Pickle and Sauce Factory* building context must be submitted to and approved by the Responsible Authority as a record of the building. The photographs must:

(a) include the interior and each external elevation of the building;
(b) be submitted in black and white format; and
(c) be taken by a suitably qualified heritage photographer.

Façade Strategy and Materials and Finishes Plan

3. 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:

(a) elevations at a scale of 1:20 or 1:50 illustrating typical podium and tower details, entries and doors;

(b) elevations at a scale of 1:20 or 1:50 detailing all reconstruction works of the northern and southern boundary returns of the former Davis Pickle sauce Factory including notations to say use of recycled bricks and details of all façade works including all restoration works and 'make good works' associated with works to the entries to be prepared by suitably qualified heritage architect;
(c) section drawings to demonstrate façade systems, including fixing details and joints between materials or changes in form;
(d) information about how the heritage façade will be maintained, including any vegetation and informal seating; and
(e) a materials schedule and coloured drawings and renders outlining colours, materials and finishes and graffiti proofing of walls to the street.

4. The use and 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.

5. Before the endorsement of plans, written confirmation must be provided from the relevant water authority that the sewer vent in the laneway can either be retained in the existing location or is no longer required and can be removed. If neither of these options can occur, the sewer vent is to be relocated to the satisfaction of the relevant water authority.

6. As part of the ongoing progress and development of the site, 6a Architects 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

7. Concurrent with the plans requested at Condition 1, a 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 Landscape Plan must show:

(a) make reference to design changes as required by Condition 1 and include additional landscaping as required by the amended Wind Assessment Report at Condition 20;
(b) The landscaping on any of the upper levels and how this is going to be maintained, including information on waterproofing, growing media, irrigation and mulch;
(c) Details of how any mulch specified on the higher levels will not be at risk of blowing away during high wind events must be provided;
(d) Details of custom furniture proposed, ensuring safety and compliance standards are met; and
(e) All plants proposed confirmed to not be listed within DELWP *Advisory List of Environmental Weeds in Victoria*.

8. 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.

Sustainable Management Plan

9. Concurrent with the plans requested at Condition 1, 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 Atelier Ten dated June 2019 but modified to make reference to design changes as required by Condition 1 and include the following details

   (a) Clarify provision of operable windows throughout office areas to reduce reliance on mechanical systems;
   (b) The report and the proposed energy modelling to be consistent in its detailing (i.e. there are inconsistencies between the model input of VLT (0.55) for Glazing and the stated minimum (0.4);
   (c) The type of glazing with regard to energy modelling and clarification of daylight modelling;
   (d) Preliminary modelling or glazing calculations to support evidence for energy savings (i.e. note that a target over the 2016 reference case is required);
   (e) Clarification regarding the consistency with zero carbon goal (i.e. this may not be feasible);
   (f) Specify proportions as % of total, or GHG reduced and remove vague language from materials section;
   (g) Provision of an EMP; and
   (h) Update architectural drawings to match details provided in any updated Waste Management Plan.

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.

Car Park Management Plan

12. 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 and location of car parking spaces allocated to each tenancy;
   (b) any tandem parking spaces allocated to a single tenancy;
   (c) the number and location of car spaces for shared use, including time of shared use;
   (d) the management of visitor car parking spaces and security arrangements for occupants of the development, including details on how residential visitors are to access car parking;
   (e) details of way-finding, cleaning and security of end of trip bicycle facilities;
   (f) policing arrangements and formal agreements;
   (g) 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.; and

(h) details regarding the management of loading and unloading of goods and materials.

Green Travel Plan

13. Concurrent with the plans requested at Condition 1, 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 One Mile Grid Traffic Engineering dated 3rd July 2019, but modified to make reference to the plans as endorsed at Condition 1.

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

15. Concurrent with the plans requested at Condition 1, 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.

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.

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

18. Concurrent with plans requested at Condition 1, 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 Wood and Grieve Engineers and dated 20 November 2019, but modified to include / make reference to:

    (a) The plans requested at Condition 1
    (b) Confirmation and evidence to show consideration and all amelioration measures required to address the location of any music venues including 'Rupert on Rupert'.

19. Within 6 months of the commencement of the residential hotel use, a supplementary Acoustic Report to the satisfaction of the Responsible Authority must be prepared by a suitably qualified acoustic engineer that confirms that all measures endorsed as part of the Acoustic Report required at Condition 18 have been implemented. The acoustic report must be submitted to and approved by the Responsible Authority. When approved, the Acoustic Report will be endorsed and will form part of this permit.

20. All uses must comply at all times with the State Environment Protection Policy — Control of Noise from Commerce, Industry and Trade (SEPP N-1).

21. All uses must comply at all times with the State Environment Protection Policy — Control of Music Noise from Public Premises (SEPP N-2).

22. The provision of music on the land must be at a background noise level at all times.

23. The provisions, recommendations and requirements of the endorsed Acoustic Report must be implemented and complied with to the satisfaction of the Responsible Authority.

Wind Assessment Report

24. Concurrent with the plans requested at Condition 1, an amended Wind Assessment Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Wind Assessment Report will be endorsed and will form part of this permit. The amended Wind Assessment Report must be generally in accordance with the findings of the report titled *'Environmental Wind Speed Measurements on a Wind Tunnel Model of the 81-89 Rupert Street Development, Collingwood"* prepared and authored by MEL Consultants and dated 22 November 2019 (Revision No. 2) but modified to include (or show):

    (a) Assessment of the development as amended pursuant to Condition 1 with:

        (i) Further assessment of the open air terraces on Levels 01 and 03;
        (ii) Planting of established trees on Level 03 with a maintenance regime that ensures their survival; and
        (iii) Application of stricter wind comfort criterions of '*stationary short exposure'* to the lift lobbies and tenancy entrance areas.

25. The provisions, recommendations and requirements of the endorsed Wind Assessment Report must be implemented and complied with to the satisfaction of the Responsible Authority.

Community Benefit Assessment Report

26. The Community Benefit Assessment Report prepared by SGS Economics and Planning dated 19 November 2019, must be updated to the satisfaction of the Responsible Authority to reflect the plans as required by Condition 1 and its requirements. The report must also provide details in relation to the methods applied to ensure ongoing public access to all uses within the hours of operation detailed within this planning permit (including the roof top garden). When approved, the plan will be endorsed and will then form part of the permit.

    Within 12 months of the uses commencing, confirmation from the permit holder that all community benefit measures outlined in the endorsed Community Benefit Assessment are operational.

Residential Hotel Use / Management Plan

27. Concurrent with the plans required by Condition 1, a Residential Hotel 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 then form part of the permit. The plan must detail the following:

    (a) procedures, and standards for guests to minimise amenity and parking problems in the neighbourhood;
    (b) ongoing measures to be taken to ensure residential hotel guests and visitors do not cause any unreasonable amenity impact to persons beyond the land;
    (c) establishment of a line of communication with adjoining owners and occupiers aimed at identifying and addressing amenity concerns;
    (d) an outline of all house rules intended to be used to manage residents and guests including:

        (i) guest behaviour;
        (ii) noise; and

(iii) methods of eviction if house rules are broken;

(e) details of eviction process in the event house rules are broken;
(f) standards for property maintenance, health and cleanliness;
(g) security against thefts and break-ins, including security of guests' belongings.

28. The residential hotel use must be managed in accordance with the endorsed Residential Hotel Management Plan.

Retail (Shops)

29. Except with the prior written consent of the Responsible Authority, the retail (shops) use authorised by this permit may only operate between the following hours:

(a) Monday to Sunday: 7.00am – 10pm.

Cinema

30. Except with the prior written consent of the Responsible Authority, the cinema authorised by this permit may only operate between the following hours with up to 46 patrons:

(a) Monday to Sunday: 10.00am – 12 midnight.

Restaurant / food and drink premises

31. Except with the prior written consent of the Responsible Authority, the restaurant(s) / food and drink premises authorised by this permit may only operate between the following hours:

(a) Monday to Sunday: 7.00am – 12 midnight.

32. Except with the prior written consent of the Responsible Authority, the restaurant use authorised by this permit may only operate with the following patron numbers:

(a) Unit B (Second floor): 350 patrons; and
(b) Unit B (Mezzanine): 110 patrons.

Restricted Recreation

33. Except with the prior written consent of the Responsible Authority, the restricted recreation areas authorised by this permit may only operate between the following hours:

(a) Monday to Sunday: 5.00am – 10pm.

34. Except with the prior written consent of the Responsible Authority, the restricted recreation areas authorised by this permit may only operate with the following patron numbers:

(a) Unit C - Wellness Suite: 150 Patrons; and
(b) Gymnasium: 150 patrons.

Developer contribution

35. Prior to the commencement of the development, the permit holder must pay the Responsible Authority a $5,000 contribution for the installation of a contra-flow bicycle lane on Rupert Street between Gipps Street and Langridge Street – or similar bicycle access improvements to the subject site as agreed in writing.

36. The Responsible Authority must use the funds on the agreed project within 12 months of the permit expiry. After 12 months, after the expiry of the permit, the permit holder may request a refund for the full amount if the agreed project has not been commenced.

Road Infrastructure

37. 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.

38. 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 outside the building's frontage must be constructed:

    (a) at the permit holder's cost; and
    (b) to the satisfaction of the Responsible Authority.

39. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, all public infrastructure, including re-sheeting of the footpath for the entire width of the property must be pursued:

    (a) at the permit holder's cost; and
    (b) to the satisfaction of the Responsible Authority.

40. 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.

Car parking

41. 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.

42. Except with the prior written consent of the Responsible Authority, no less than 40 car spaces must be provided on the site at all times.

Loading on Site

43. 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.

Lighting

44. 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 and internal laneway 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

45. Finished floor levels shown on the endorsed plans must not be altered or modified without the prior written consent of the Responsible Authority.

46. Speakers external to the building (inclusive of the balcony / terraces and rooftop areas) must not be erected or used.

47. As part of the ongoing progress and development of the site, 6a Architects (being the architect who designed the building), 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.

48. 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.

49. 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.

50. All buildings and works must be maintained in good order and appearance to the satisfaction of the Responsible Authority.

51. 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.

52. Delivery and collection of goods to and from the land may only occur between 7am and 10pm Monday to Saturday, or after 9am on a Sunday or public holiday except for those allowed under any relevant local law.

Construction Management

53. Before the use and 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.

Construction Times

54. Except with the prior written consent of the Responsible Authority, demolition or construction works must not be carried out:

    (a) Monday-Friday (excluding public holidays) before 7 am or after 6 pm;
    (b) Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday) before 9 am or after 3 pm; or
    (c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.

Time expiry

55. 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;
    (c) The use(s) is not commenced within five years of the date of this permit; and

56. 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:

This site is subject to a Heritage Overlay. A planning permit may be required for any further external works.

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 5585 for further information.

Provision must be made for drainage of the site to a legal point of discharge. Please contact Council's Building Services on 9205 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 businesses (whether as owners, lessees/tenants or occupiers) 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.

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.

Submission made online during the meeting

Dan Honey addressed the Committee, on behalf the Applicant.

INTERNAL DEVELOPMENT APPROVALS COMMITTEE RESOLUTION

Moved: Councillor Fristacky **Seconded:** Councillor Searle

That having considered all objections and relevant planning policies, the Committee resolves to advise the VCAT, permit applicant and parties to the proceedings, that if it were is a position to, it would have issued a Notice of Decision to Grant a Planning Permit for land at 81 – 89 Rupert Street, Collingwood for the Part demolition to allow for the development of a multi-level building and use for a residential hotel, retail (shops), cinema, restaurant, and restricted recreation with a reduction in the associated car parking requirement of the Yarra Planning Scheme 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 the plans prepared by 6a Architects, and dated 28 November 2019 but modified to:
   (a) Adopt all design changes as shown and detailed on the plans received by Council prepared by 6a Architects, dated 22 May 2020 which show (key changes):

      (i) The reduction in the length of the crossover across the façade of the subject site and conversion of the central crossover to a kerb and channel;
      (ii) Removal of any reference to the removal of paint from the parapet of the former *Davis' Pickle and Sauce Factory* building;
      (iii) The central laneway within the development widened to 11.84m and the retail tenancies reconfigured to have "Unit A" (as labelled on the plans), extend across the Rupert Street boundary;
      (iv) The stairs of the central ravine extended with landing decks;
      (v) Reconfigured bicycle and end-of-trip facilities;
      (vi) The setback of Building B, from the fifth floor and above, increased to 3m from Rupert Street; and
      (vii) The residential hotel rooms increased with areas ranging between 15.6sq.m.-29.7sq.m.

But further modified to show:

General

(b) Correction of north point on floor plans;
(c) Plans correctly to label each floor level;
(d) All retail premises to be shown as 'shop' on the floor plans

Design

(e) Deletion of the tenth and eleventh levels and consequent reduction in overall building height;
(f) The setback of the new portion of building (i.e. the northern tower) behind the heritage façade of the former *Davis' Pickle and Sauce Factory* building, increased to 5m from the eastern (front) boundary and the existing roof behind the parapet, of equal depth, maintained with corresponding deletion or redesign of the terrace area;
(g) Retention of existing facade windows (with the exception of that to the immediate north of the central door) of former *Davis' Pickle and Sauce Factory* building;

Bicycle and Car parking

(h) The 'stair' between the ground floor and mezzanine level bike parking facility deleted and replaced with a ramp or lift compliant with AS2890.3 requirements. It is acceptable if the total number of bike parking spaces is reduced to achieve this.
(i) A minimum of 28 visitor spaces in a location easily accessible to visitors of the site with at least half (50% of the total) the visitor spaces horizontal at grade space (e.g. bike hoop) provided on the ground floor, with at least four cargo bicycle spaces.
(j) A minimum of 61 employee bike parking spaces in a secure location only accessible to employees of the site or residential hotel guests.
(k) Provision of e-bike charging locations for at least 5% of the total of bicycle spaces.
(l) The headroom clearance of the ramped access-way dimensioned;
(m) Plan notation from an accredited access consultant confirming that the accessible parking spaces are satisfactory from an accessibility perspective and satisfy the intent of the DDA;
(n) All column depths, setbacks and locations clearly annotated and dimensioned and positioned to ensure that they do not encroach into the parking space clearance envelopes;
(o) All ramp grade and transition grade lengths dimensioned;
(p) The deletion of any directional arrows and hold lines;
(q) The surface material of the setback area adjacent to the laneway different to that of the laneway to clearly demarcate the difference in surface treatment;

Reports

(r) Any requirement of the endorsed Façade Strategy and Materials and Finishes Plan (condition 3) (where relevant to show on plans).
(s) Any requirement of the endorsed Landscape Plan (condition 7) (where relevant to show on plans).
(t) Any requirement of the endorsed Sustainable Management Plan (condition 9) (where relevant to show on plans).
(u) Any requirement of the endorsed Green Travel Plan (condition 13) (where relevant to show on plans).
(v) Any requirement of the endorsed Waste Management Plan (condition 15) (where relevant to show on plans).
(w) Any requirement of the endorsed Acoustic Report (condition 18) (where relevant to show on plans including notations of key commitments).

(x) Any requirement of the endorsed Wind Assessment Report (condition 24) (where relevant to show on plans).

2. Before demolition commences, a detailed and annotated photographic record of the former *Davis' Pickle and Sauce Factory* building context must be submitted to and approved by the Responsible Authority as a record of the building. The photographs must:

   (a) include the interior and each external elevation of the building;
   (b) be submitted in black and white format; and
   (c) be taken by a suitably qualified heritage photographer.

Façade Strategy and Materials and Finishes Plan

3. 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:

   (a) elevations at a scale of 1:20 or 1:50 illustrating typical podium and tower details, entries and doors;
   (b) elevations at a scale of 1:20 or 1:50 detailing all reconstruction works of the northern and southern boundary returns of the former Davis Pickle sauce Factory including notations to say use of recycled bricks and details of all façade works including all restoration works and 'make good works' associated with works to the entries to be prepared by suitably qualified heritage architect;
   (c) section drawings to demonstrate façade systems, including fixing details and joints between materials or changes in form;
   (d) information about how the heritage façade and portion of roof as required at Condition 1(f) will be maintained, including any vegetation and informal seating; and
   (e) a materials schedule and coloured drawings and renders outlining colours, materials and finishes and graffiti proofing of walls, including doors, perforations and upper levels (where necessary).

4. The use and 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.

5. Before the endorsement of plans, written confirmation must be provided from the relevant water authority that the sewer vent in the laneway can either be retained in the existing location or is no longer required and can be removed. If neither of these options can occur, the sewer vent is to be relocated to the satisfaction of the relevant water authority.

6. As part of the ongoing progress and development of the site, 6a Architects 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

7. Concurrent with the plans requested at Condition 1, a 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 Landscape Plan must show:

(d) make reference to design changes as required by Condition 1 and include additional landscaping as required by the amended Wind Assessment Report at Condition 20;
(e) The landscaping on any of the upper levels and how this is going to be maintained, including information on waterproofing, growing media, irrigation and mulch;
(f) Details of how any mulch specified on the higher levels will not be at risk of blowing away during high wind events must be provided;
(g) Details of custom furniture proposed, ensuring safety and compliance standards are met; and
(h) All plants proposed confirmed to not be listed within DELWP *Advisory List of Environmental Weeds in Victoria*.

8. 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.

Sustainable Management Plan

9. Concurrent with the plans requested at Condition 1, 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 Atelier Ten dated June 2019 but modified to make reference to design changes as required by Condition 1 and include the following details

(a) Clarify provision of operable windows throughout office areas to reduce reliance on mechanical systems;
(b) The report and the proposed energy modelling to be consistent in its detailing (i.e. there are inconsistencies between the model input of VLT (0.55) for Glazing and the stated minimum (0.4);
(c) The type of glazing with regard to energy modelling and clarification of daylight modelling;
(d) Preliminary modelling or glazing calculations to support evidence for energy savings (i.e. note that a target over the 2016 reference case is required);
(e) Clarification regarding the consistency with zero carbon goal (i.e. this may not be feasible);
(f) Specify proportions as % of total, or GHG reduced and remove vague language from materials section;
(g) Provision of an EMP;
(h) Update architectural drawings to match details provided in any updated Waste Management Plan; and
(i) The rainwater tank connected to the toilets for flushing whilst maintaining a 100% STORM score.

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.

Car Park Management Plan

12. 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 and location of car parking spaces allocated to each tenancy;
    (b) any tandem parking spaces allocated to a single tenancy;
    (c) the number and location of car spaces for shared use, including time of shared use;
    (d) the management of visitor car parking spaces and security arrangements for occupants of the development, including details on how residential visitors are to access car parking;
    (e) details of way-finding, cleaning and security of end of trip bicycle facilities;
    (f) policing arrangements and formal agreements;
    (g) 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.; and
    (h) details regarding the management of loading and unloading of goods and materials.

Green Travel Plan

13. Concurrent with the plans requested at Condition 1, 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 One Mile Grid Traffic Engineering dated 3rd July 2019, but modified to make reference to the plans as endorsed at Condition 1.

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

15. Concurrent with the plans requested at Condition 1, 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 Waste Management Plan must include details of all waste procedures and on the provision of separate bins for glass, recycling and organics.

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.

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

18. Concurrent with plans requested at Condition 1, 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 Wood and Grieve Engineers and dated 20 November 2019, but modified to include / make reference to:

    (a) The plans requested at Condition 1
    (b) Confirmation and evidence to show consideration and all amelioration measures required to address the location of any music venues including 'Rupert on Rupert'.

19. Within 6 months of the commencement of the residential hotel use, a supplementary Acoustic Report to the satisfaction of the Responsible Authority must be prepared by a suitably qualified acoustic engineer that confirms that all measures endorsed as part of the Acoustic Report required at Condition 18 have been implemented. The acoustic report must be submitted to and approved by the Responsible Authority. When approved, the Acoustic Report will be endorsed and will form part of this permit.

20. All uses must comply at all times with the State Environment Protection Policy — Control of Noise from Commerce, Industry and Trade (SEPP N-1).

21. All uses must comply at all times with the State Environment Protection Policy — Control of Music Noise from Public Premises (SEPP N-2).

22. The provision of music on the land must be at a background noise level at all times.

23. The provisions, recommendations and requirements of the endorsed Acoustic Report must be implemented and complied with to the satisfaction of the Responsible Authority.

Wind Assessment Report

24. Concurrent with the plans requested at Condition 1, an amended Wind Assessment Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Wind Assessment Report will be endorsed and will form part of this permit. The amended Wind Assessment Report must be generally in accordance with the findings of the report titled *'Environmental Wind Speed Measurements on a Wind Tunnel Model of the 81-89 Rupert Street Development, Collingwood"* prepared and authored by MEL Consultants and dated 22 November 2019 (Revision No. 2) but modified to include (or show):

    (a) Assessment of the development as amended pursuant to Condition 1 with:

        (i) Further assessment of the open air terraces on Levels 01 and 03;
        (ii) Planting of established trees on Level 03 with a maintenance regime that ensures their survival; and
        (iii) Application of stricter wind comfort criterions of '*stationary short exposure'* to the lift lobbies and tenancy entrance areas.

25. The provisions, recommendations and requirements of the endorsed Wind Assessment Report must be implemented and complied with to the satisfaction of the Responsible Authority.

Community Benefit Assessment Report

26. The Community Benefit Assessment Report prepared by SGS Economics and Planning dated 19 November 2019, must be updated to the satisfaction of the Responsible Authority to reflect the plans as required by Condition 1 and its requirements. The report must also provide details in relation to the methods applied to ensure ongoing public access to all uses within the hours of operation detailed within this planning permit (including the roof top garden). When approved, the plan will be endorsed and will then form part of the permit

27. Within 12 months of the uses commencing, confirmation from the permit holder that all community benefit measures outlined in the endorsed Community Benefit Assessment are operational.

Structural Report Requirement

28. Before the demolition commences, a structural report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the structural report will be endorsed and will form part of this permit. The structural report must be prepared by a suitably qualified structural engineer, or equivalent, and demonstrate the means by which the retained portions of building will be supported during demolition and construction works to ensure their retention.

29. The provisions, recommendations and requirements of the endorsed structural report must be implemented and complied with to the satisfaction of the Responsible Authority.

Residential Hotel Use / Management Plan

30. Concurrent with the plans required by Condition 1, a Residential Hotel 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 then form part of the permit. The plan must detail the following:

    (a) procedures, and standards for guests to minimise amenity and parking problems in the neighbourhood;
    (b) ongoing measures to be taken to ensure residential hotel guests and visitors do not cause any unreasonable amenity impact to persons beyond the land;
    (c) establishment of a line of communication with adjoining owners and occupiers aimed at identifying and addressing amenity concerns;
    (d) an outline of all house rules intended to be used to manage residents and guests including:

        (i) guest behaviour;
        (ii) noise; and
        (iii) methods of eviction if house rules are broken;

    (e) details of eviction process in the event house rules are broken;
    (f) standards for property maintenance, health and cleanliness;
    (g) security against thefts and break-ins, including security of guests' belongings.

31. The residential hotel use must be managed in accordance with the endorsed Residential Hotel Management Plan.

Retail (Shops)

32. Except with the prior written consent of the Responsible Authority, the retail (shops) use authorised by this permit may only operate between the following hours:

    (a) Monday to Sunday: 7.00am – 10pm.

Cinema

33. Except with the prior written consent of the Responsible Authority, the cinema authorised by this permit may only operate between the following hours with up to 46 patrons:

    (a) Monday to Sunday: 10.00am – 12 midnight.

Restaurant / food and drink premises / Restaurant Management Plan

34. Except with the prior written consent of the Responsible Authority, the restaurant(s) / food and drink premises authorised by this permit may only operate between the following hours:

    (a) Monday to Sunday: 7.00am – 12 midnight.

35. Except with the prior written consent of the Responsible Authority, the restaurant use authorised by this permit may only operate with the following patron numbers:

    (a) Unit B (Second floor): 350 patrons; and
    (b) Unit B (Mezzanine): 110 patrons.

36. Concurrent with the plans required by Condition 1, a Restaurant 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 then form part of the permit. The plan must detail the following:

    (a) procedures, and standards for managing patrons and any parking issues to minimise amenity impacts to the surrounding neighbourhood; and
    (b) ongoing measures to be taken to ensure patrons do not cause any unreasonable amenity impact to persons beyond the land.

37. The restaurant use must be managed in accordance with the endorsed Restaurant Management Plan.

Restricted Recreation

38. Except with the prior written consent of the Responsible Authority, the restricted recreation areas authorised by this permit may only operate between the following hours:

    (a) Monday to Sunday: 5.00am – 10pm.

39. Except with the prior written consent of the Responsible Authority, the restricted recreation areas authorised by this permit may only operate with the following patron numbers:

    (a) Unit C - Wellness Suite: 150 Patrons; and
    (b) Gymnasium: 150 patrons.

Developer contribution

40. Prior to the commencement of the development, the permit holder must pay the Responsible Authority a $10,000 contribution for the installation of a contra-flow bicycle lane with supporting signage both on-road on Rupert Street between Gipps Street and Langridge Street and at vehicle entry points – or similar bicycle access improvements to the subject site as agreed in writing to the satisfaction of the Responsible Authority.

41. The Responsible Authority must use the funds on the agreed project within 12 months of the permit expiry; 12 months after the expiry of the permit, the permit holder may request a refund for the full amount if the agreed project has not been commenced or is not proposed to proceed.

Road Infrastructure

42. 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.

43. 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 outside the building's frontage must be constructed:

    (a) at the permit holder's cost; and
    (b) to the satisfaction of the Responsible Authority.

44. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, all public infrastructure, including re-sheeting of the footpath for the entire width of the property must be pursued:

    (a) at the permit holder's cost; and
    (b) to the satisfaction of the Responsible Authority.

45. 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.

Car parking

46. 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.

47. Except with the prior written consent of the Responsible Authority, no less than 40 car spaces must be provided on the site at all times.

Loading on Site

48. 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.

Lighting

49. 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 and internal laneway 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

50. Finished floor levels shown on the endorsed plans must not be altered or modified without the prior written consent of the Responsible Authority.

51. Speakers external to the building (inclusive of the balcony / terraces and rooftop areas) must not be erected or used.

52. 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.

53. 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.

54. All buildings and works must be maintained in good order and appearance to the satisfaction of the Responsible Authority.

55. 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.

56. Delivery and collection of goods to and from the land may only occur between 7am and 10pm Monday to Saturday, or after 9am on a Sunday or public holiday except for those allowed under any relevant local law.

Construction Management

57. Before the use and 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.

Construction Times

58. Except with the prior written consent of the Responsible Authority, demolition or construction works must not be carried out:

(a) Monday-Friday (excluding public holidays) before 7 am or after 6 pm;
(b) Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday) before 9 am or after 3 pm; or
(c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.

Time expiry

59. 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;
(c) The use(s) is not commenced within five years of the date of this permit; and

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:

This site is subject to a Heritage Overlay. A planning permit may be required for any further external works.

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 5585 for further information.

Provision must be made for drainage of the site to a legal point of discharge. Please contact Council's Building Services on 9205 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 businesses (whether as owners, lessees/tenants or occupiers) 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.

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.

CARRIED UNANIMOUSLY

Attachment 3 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Section 20(5) of the PE Act, 1987 letter to Council

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 Mayor

DRAFT PLANNING SCHEME AMENDMENT C283yara – 81-89 RUPERT STREET, COLLINGWOOD

I am writing to you regarding the proposed development at 81-89 Rupert Street, Collingwood, 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 81-89 Rupert Street, Collingwood, 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 facilitation.

To facilitate the proposed development, the Minister 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 a Specific Controls Overlay SCO14 to the site, insert the incorporated document 'Walk Up Village, 81-89 Rupert Street, Collingwood – August 2020', and make other associated changes. The amendment would facilitate the development generally as proposed in Yarra planning permit application PLN19/0570 (VCAT reference no. P520/2020). A copy of the draft amendment is enclosed.

The Incorporated Document that forms part of the amendment has been drafted based on the draft conditions outlined in your council's Internal Development Approvals Committee Agenda dated 15 July 2020 and the application information provided by the BVRT.

Before deciding whether to prepare, adopt and approve the proposed amendment, the Minister is seeking the council's views under section 20(5) of the Act about the proposed development of the site and the drafting of the proposed amendment. I would also appreciate being provided with copies of all objections received in relation to the proposal.

Please provide your written statement to stateplanning.services@delwp.vic.gov.au within **ten business days** of the date of this letter.

If you would like to discuss this matter further, please contact Matt Cohen, Director of the Development Facilitation Team, Department of Environment, Land, Water and Planning on 0409 346 522 or at matthew.cohen@delwp.vic.gov.au.

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.

VICTORIA State Government

Attachment 3 - PLN19/0570 - 81-89 Rupert Street, Collingwood - Section 20(5) of the PE Act, 1987 letter to Council

Yours sincerely



Jane Homewood
Executive Director, Statutory Planning Services

27 / 07 / 2020

Encl.

Planning and Environment Act 1987

YARRA PLANNING SCHEME

AMENDMENT C283yara

EXPLANATORY REPORT

Who is the planning authority?

Amendment C283yara has been prepared by the Minister of Planning, who is the planning authority for this amendment.

Land affected by the Amendment

Amendment C283yara applies to land at 81-89 Rupert Street, Collingwood, which is shown on the figure below. The land is described as Lot 1 on Title Plan 885083R, Volume 06598 and Folio 506. The land is affected by the schedule to Clause 45.12 (Specific Controls Overlay) of the Yarra Planning Scheme (the scheme) and identified at SCO14.



What the amendment does

Amendment C283yara applies a Specific Controls Overlay to the land and introduces an incorporated document into the scheme titled 'Walk Up Village, 81-89 Rupert Street, Collingwood – August 2020'. The amendment facilitates the use and development of a thirteen-storey (inclusive of mezzanine levels and with basement level), mixed-use building containing a residential hotel, retail, offices, cinema, restaurant, art and craft centre, art gallery, restricted recreation facilities, and community meeting facilities, along with basement car parking and other services, which is generally as proposed by Yarra City Council planning permit application no. PLN19/0570 (Victorian Civil and Administrative Tribunal reference no. P520/2020).

Specifically, the amendment:

- Amends Planning Scheme Map 6SCO and applies it to the land at 81-89 Rupert Street, Collingwood.
- Amends the Schedule to Clause 45.12 (Specific Controls Overlay), applies SCO14 to the land at 81-89 Rupert Street, Collingwood and inserts the incorporated document titled 'Walk Up Village, 81-89 Rupert Street, Collingwood – August 2020'.
- Amends the Schedule to Clause 72.04 (Documents Incorporated in this Planning Scheme) of the scheme by inserting the incorporated document titled 'Walk Up Village, 81-89 Rupert Street, Collingwood – August 2020'.

Strategic assessment of the Amendment

Why is the Amendment required?

The amendment is required to facilitate the approval of Walk Up Village, which is a thirteen-storey, mixed-use development containing a residential hotel, retail, offices, cinema, restaurant, art and craft centre, art gallery, restricted recreation facilities, and community meeting facilities, along with basement car parking and other services. The amendment will facilitate the project by applying a Specific Controls Overlay (SCO14) to the land and inserting an incorporated document 'Walk Up Village, 81-89 Rupert Street, Collingwood – August 2020', which stipulates conditions for the use and development. The incorporated document will expire if development does not commence within one year.

The amendment will fast-track the development on the basis that it will assist in stimulating the economy and creating jobs. The project involves an estimated capital expenditure of $95 million with the creation of approximately 200 construction jobs and 350 ongoing jobs. These outcomes are a priority in the current economic circumstances caused by the coronavirus (COVID-19) pandemic.

How does the Amendment implement the objectives of planning in Victoria?

Key objectives of planning in Victoria outlined in section 4(1) of the *Planning and Environment Act 1987* (the Act) are: *(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 in paragraphs (a), (b), (c), (d) and (e)' and (g) 'to balance the present and future interests of all Victorians'*.

The amendment will facilitate the delivery of Walk Up Village, which contains a residential hotel, retail, offices, cinema, restaurant, art and craft centre, art gallery, restricted recreation facilities, and community meeting facilities across a thirteen-storey building. The project seeks to maximise the potential of the land with a range of commercial and community uses, balanced with maintaining reasonable amenity values for adjoining and surrounding sites. The project contributes to Victoria's working environment with a range of new employment activities, including affordable floorspace, and contributes to Victoria's living and recreational environment with new and accessible public spaces, including a laneway and rooftop garden. The project intends to positively respond to the character of the area and to enhance the public realm and aims to achieve a net community benefit for current and future generations.

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 includes a residential hotel, retail, offices, cinema, restaurant, art and craft centre, art gallery, restricted recreation facilities, and community meeting facilities. This involves an estimated capital expenditure of $95 million with the creation of approximately 200 construction jobs and 350 ongoing jobs.

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 amendment will help facilitate an increase in employment activities, including affordable commercial floorspace, in a place where people live and where there is good access to transport and services. This will foster economic growth and contribute towards strengthening and diversifying the economy. The project includes a variety of affordable retail and workspaces, such as subsidised artist studios. Further, the project will contribute towards community infrastructure and wellbeing, with meeting spaces available for community groups at low rates or for free.

The amendment involves the private provision of public spaces, with a significant extent of new and accessible public spaces, including a laneway, rooftop garden and other planted areas.

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 a bushfire risk area.

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 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, supporting innovation and creating jobs.
- Outcome 3 by maximising development alongside Melbourne's integrated transport system and connecting people to jobs and services.
- Outcome 4 by facilitating a development with quality design and amenity outcomes and contributing towards Melbourne's distinctiveness and liveability.
- Outcome 5 by delivering a project that will contribute towards an inclusive, vibrant and healthy neighbourhood.
- Outcome 6 by promoting Melbourne as a sustainable and resilient city.

Further, with the preparation of an explanatory report, 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*.

How does the Amendment support or implement the Planning Policy Framework and any adopted State policy?

Clause 11 – Settlement

The development responds to the needs of existing and future communities through the provision of employment, open space, as well as other commercial and community facilities. The development follows existing settlement patterns where good infrastructure is available, capitalising on opportunities for urban renewal. In this manner, sustainable development is promoted, and full advantage is taken of investment in infrastructure and services. Further, the development is well connected by transport and

contributes towards a vibrant mixed-use neighbourhood with a variety of functions. The development will create jobs and opportunities for local businesses and delivers access to services and facilities.

Clause 13 – Environmental Risks and Amenity

The development will minimise amenity conflicts and protect community wellbeing while facilitating appropriate uses with acceptable off-site impacts. This includes controlling noise effects on sensitive land uses.

Clause 15 – Built environment and heritage

The development will provide a high-quality urban design outcome that positively responds to the surrounding character and context and ensures the conservation of places of heritage significance. The development is functional and accessible and will positively contribute to a liveable and sustainable neighbourhood as well as to community and cultural life. Further, the development improves the quality of working environments and enhances the amenity and function of the public realm, including via the provision of new public spaces. In allowing safe access to walking and cycling environments, the development promotes environmentally sustainable outcomes.

Clause 17 – Economic development

The development will contribute to the economic wellbeing of the state and foster economic growth with a variety of commercial activities, including affordable floorspace. The development will strengthen and diversify the economy by providing additional employment and improving 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. Further, the development meets the community's needs for retail, entertainment, office and other commercial services. Finally, the development will facilitate tourism opportunities by supporting artistic and cultural life and providing leisure services.

Clause 18 – Transport

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 employment and community outcomes are well supported by public transport as well as by walking and cycling opportunities that are safe and attractive.

Clause 19 – Infrastructure

The development will contribute to a strong cultural environment. The development includes a range of arts, cultural and entertainment facilities, including a cinema and restaurants, in a location that is well served by public transport. Further, the development provides access to social and cultural infrastructure that is highly accessible and provided in an innovative manner. Finally, the development supports the establishment of a diverse and integrated network of public open space that meets the needs of the community.

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, this amendment will align with relevant clauses through:

- Increasing the number and diversity of local employment opportunities (Clause 21.04-3).
- Providing accessible community services that meet the needs of a diverse and changing community (Clause 21.04-4).

- Establishing a linked open space network that meets existing and future community needs (Clause 21.04-5).
- Protecting and enhancing Yarra's heritage places (Clause 21.05-1)
- Reinforcing the existing urban framework of Yarra; retaining Yarra's identity as a low-rise urban form with pockets of higher development; retaining and enhancing Yarra's fine grain street pattern; creating an inner city environment with landscaped beauty; ensuring that new development contributes positively to Yarra's urban fabric; and encouraging the provision of universal access in new development (Clause 21.05-2).
- Providing a public environment that encourages community interaction and activity (Clause 21.05-4).
- Providing safe and convenient pedestrian and bicycle environments (Clause 21.06-1).
- Facilitating public transport usage (Clause 21.06-2).
- Reducing the reliance on the private motor car and the impact of traffic (Clause 21.06-3).
- Promoting environmentally sustainable development (Clause 21.07-1).

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 and Clause 72.04. The purpose of Clause 45.12 is to apply specific controls to achieve a particular use and development. 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 the Yarra City Council have been considered in the preparation of this amendment following consultation under section 20(5) of the Act.

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

It is not anticipated the amendment will have a significant administrative impact on the responsible authority.

Where you may inspect this Amendment

The amendment can be inspected free of charge at the Yarra City Council's website at www.yarracity.vic.gov.au; or

The amendment is available for public inspection, free of charge, during office hours at the following places:

DRAFT

Yarra City Council
Collingwood Town Hall
140 Hoddle Street
Abbotsford VIC 3067

Yarra City Council
Richmond Town Hall
333 Bridge Road
Richmond VIC 3121

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.

DRAFT

Attachment 4 - PLN19/0570 - 81- 89 Rupert Street - C283yara Draft Amendment Document

ATTACHMENT 1 - Mapping reference table

Location	Land /Area Affected	Mapping Reference
81-89 Rupert Street, Collingwood	Lot 1 on Title Plan 885083R, Volume 06598 and Folio 506	SCO14 on Map 6SCO

DRAFT

Planning and Environment Act 1987

YARRA PLANNING SCHEME

AMENDMENT C283yara

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 1 attached map sheet.

Overlay Maps

1. Amend Planning Scheme Map No. 6SCO in the manner shown on the 1 attached map marked 'Yarra Planning Scheme – Local Provision: Amendment C283yara'.

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 72.04, replace the Schedule with a new Schedule in the form of the attached document.

End of document

DRAFT

Attachment 4 - PLN19/0570 - 81- 89 Rupert Street - C283yara Draft Amendment Document



YARRA PLANNING SCHEME

18/04/2019
C225

SCHEDULE TO CLAUSE 45.12 SPECIFIC CONTROLS OVERLAY

1.0 Specific controls

~~20/04/2020~~ -/-/----
~~C265yara~~Proposed C283yara

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	Walk Up Village, 81-89 Rupert Street, Collingwood – August 2020

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 C283yara

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
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
Victoria Gardens Urban Design Guidelines	NPS1

Attachment 4 - PLN19/0570 - 81- 89 Rupert Street - C283yara Draft Amendment Document

YARRA PLANNING SCHEME

Name of document	Introduced by:
Victorian Institute of Forensic Psychiatry Concept Plan (January 1997)	NPS1
Walk Up Village, 81-89 Rupert Street, Collingwood – August 2020	C283yara
Yarra Gardens Precinct Plan, December 2009	C128

YARRA PLANNING SCHEME
Incorporated Document

Walk Up Village, 81-89 Rupert Street, Collingwood – August 2020

DRAFT

This document is an Incorporated Document in the Yarra Planning Scheme pursuant to Section 6(2)(j) of the *Planning and Environment Act 1987*

1.0 INTRODUCTION

This document is an Incorporated Document in the schedule to Clause 45.12 and the schedule to Clause 72.04 of the Yarra Planning Scheme (the scheme) and pursuant to section 6(2)(j) of the *Planning and Environment Act 1987* (the Act).

2.0 PURPOSE

The purpose of this Incorporated Document is to permit the use and development of the land described in clause 3.0 of this document for the purpose of 'Walk Up Village' at 81-89 Rupert Street, Collingwood in accordance with clauses 5.0 and 6.0 of this document.

3.0 LAND

This Incorporated Document applies to the land at **81-89 Rupert Street, Collingwood** (Lot 1 on Title Plan 885083R, Volume 06598 and Folio 506) that is affected by the schedule to Clause 45.12 (Specific Controls Overlay) of the scheme and identified at SCO14.

4.0 EXEMPTION FROM PLANNING SCHEME PROVISIONS

Despite any provision to the contrary or any inconsistent provision in the scheme, no planning permit is required for, and no planning provision in the scheme operates to prohibit, restrict or regulate the use and development of the land as described at clauses 5.0 and 6.0 of this document.

5.0 WHAT THIS DOCUMENT ALLOWS

This Incorporated Document allows the use and development of a thirteen-storey (inclusive of mezzanine levels and with basement level), mixed-use building containing a residential hotel, retail, offices, cinema, restaurant, art and craft centre, art gallery, restricted recreation facilities, and community meeting facilities, along with basement car parking and other services, generally in accordance with the following 'Incorporated Plans' but modified to include changes, or be authored, as required by the conditions under clause 6.0 of this document:

- Plans by 6a Architects, all dated 22.05.20 and generally titled 'Walk Up Village':
  - Context Plan, TP0001
  - Existing Site Plan, TP0002
  - Survey Plan, TP0300
  - GA Existing & Demolition Ground Floor Plan & Elevation, TP0301
  - Proposed Site Plan, TP1001
  - GA Proposed Basement, TP1101
  - GA Proposed Ground, TP1102
  - GA Proposed First (Mezzanine), TP1103
  - GA Proposed Second, TP1104
  - GA Proposed Third (Mezzanine), TP1105
  - GA Proposed Fourth, TP1106
  - GA Proposed Fifth, TP1107
  - GA Proposed Sixth, TP1108
  - GA Proposed Seventh, TP1109
  - GA Proposed Eighth, TP1110
  - GA Proposed Ninth, TP1111
  - GA Proposed Tenth, TP1112
  - GA Proposed Eleventh, TP1113
  - GA Proposed Twelfth, TP1114
  - GA Proposed Roof Plan, TP1115

- GA Proposed Typical Hotel Room, TP1120
- Bike Store Stair Arrangement, TP1125
- GA Proposed Section AA, TP1201
- GA Proposed Section BB, TP1202
- GA Proposed Section CC, TP1203
- GA Proposed Section DD, TP1204
- GA Proposed Section EE, TP1205
- GA Proposed East Elevation, TP1301
- GA Proposed West Elevation, TP1302
- GA Proposed North Elevation, TP1303
- GA Proposed South Elevation, TP1304
- GA Proposed Heritage Façade Restoration and Alterations, TP2000
- Material Palette, TP7001
- Development Summary, TP8001

- Façade Strategy and Materials and Finishes Plan, as per clause 6.3.
- Landscape Plan, generally in accordance with the plan by Dan Pearson Studio, dated 16 October 2019, but modified as per clause 6.7.
- Sustainable Management Plan, generally in accordance with the plan by Atelier Ten, dated June 2019, but modified as per clause 6.9.
- Car Park Management Plan, as per clause 6.12.
- Green Travel Plan, generally in accordance with the plan by One Mile Grid, dated 3 July 2019, but modified as per clause 6.14.
- Waste Management Plan, generally in accordance with the plan by One Mile Grid, dated 2 July 2019, but modified as per clause 6.16.
- Acoustic Report, generally in accordance with the report by Wood and Grieve Engineers, dated 20 November 2019, but modified as per clause 6.19.
- Wind Assessment Report, generally in accordance with the report by MEL Consultants, dated 22 November 2019, but modified as per clause 6.25.
- Community Benefit Assessment Report, generally in accordance with the report by SGS Economics and Planning, dated 19 November 2019, but modified as per clause 6.27.
- Residential Hotel Management Plan, as per clause 6.28.
- Construction Management Plan, as per clause 6.54.

and including any amendment of the plans that may be approved from time to time under the clauses of this document. Once approved, these plans will be the endorsed plans.

6.0 THE FOLLOWING CONDITIONS APPLY TO THIS DOCUMENT:

Amended Plans

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 form part of this Incorporated

Document. The plans must be drawn to scale with dimensions, and three copies must be provided. The amended plans must be generally in accordance with plans prepared by 6a Architects, dated 22 May 2020, but modified as follows:

General

a) Correction of north point on floor plans;
b) Plans correctly to label each floor level;
c) All retail premises to be shown as 'shop' on the floor plans;

Design

d) Retention of existing facade windows (with the exception of that to the immediate north of the central door) of former *Davis' Pickle and Sauce Factory* building;

Car parking

e) The 'stair' between the ground floor and mezzanine level bike parking facility deleted and replaced with a ramp or lift compliant with AS2890.3 requirements. It is acceptable if the total number of bike parking spaces is reduced to achieve this.
f) A minimum of 28 visitor spaces in a location easily accessible to visitors of the site with at least half the visitor spaces horizontal at grade space (e.g. bike hoop).
g) A minimum of 61 employee bike parking spaces in a secure location only accessible to employees of the site or residential hotel guests.
h) The headroom clearance of the ramped access-way dimensioned;
i) Plan notation from an accredited access consultant confirming that the accessible parking spaces are satisfactory from an accessibility perspective and satisfy the intent of the DDA;
j) All column depths, setbacks and locations clearly annotated and dimensioned and positioned to ensure that they do not encroach into the parking space clearance envelopes;
k) All ramp grade and transition grade lengths dimensioned;
l) The deletion of any directional arrows and hold lines;
m) The surface material of the setback area adjacent to the laneway different to that of the laneway to clearly demarcate the difference in surface treatment;

Reports

n) Any requirement of the endorsed Façade Strategy and Materials and Finishes Plan (clause 6.3) (where relevant to show on plans).
o) Any requirement of the endorsed Landscape Plan (clause 6.7) (where relevant to show on plans).
p) Any requirement of the endorsed Sustainable Management Plan (clause 9) (where relevant to show on plans).
q) Any requirement of the endorsed Green Travel Plan (clause 6.14) (where relevant to show on plans).
r) Any requirement of the endorsed Waste Management Plan (clause 6.16) (where relevant to show on plans).
s) Any requirement of the endorsed Acoustic Report (clause 6.19) (where relevant to show on plans including notations of key commitments).
t) Any requirement of the endorsed Wind Assessment Report (clause 6.25) (where relevant to show on plans).

6.2 Before demolition commences, a detailed and annotated photographic record of the former *Davis' Pickle and Sauce Factory* building context must be submitted to and

approved by the Responsible Authority as a record of the building. The photographs must:

a) Include the interior and each external elevation of the building;
b) Be submitted in black and white format; and
c) Be taken by a suitably qualified heritage photographer.

Façade Strategy and Materials and Finishes Plan

6.3 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 approved by the Responsible Authority. When approved, the plan will be endorsed and will form part of this document. This must detail:

a) Elevations at a scale of 1:20 or 1:50 illustrating typical podium and tower details, entries and doors;
b) Elevations at a scale of 1:20 or 1:50 detailing all reconstruction works of the northern and southern boundary returns of the former *Davis' Pickle and Sauce Factory* including notations to say use of recycled bricks and details of all façade works including all restoration works and 'make good works' associated with works to the entries to be prepared by suitably qualified heritage architect;
c) Section drawings to demonstrate façade systems, including fixing details and joints between materials or changes in form;
d) Information about how the heritage façade will be maintained, including any vegetation and informal seating; and
e) A materials schedule and coloured drawings and renders outlining colours, materials and finishes and graffiti proofing of walls to the street.

6.4 The use and development as shown on the incorporated plans must not be altered without the prior written consent of the Responsible Authority.

6.5 Before the endorsement of plans, written confirmation must be provided from the relevant water authority that the sewer vent in the laneway can either be retained in the existing location or is no longer required and can be removed. If neither of these options can occur, the sewer vent is to be relocated to the satisfaction of the relevant water authority.

6.6 As part of the ongoing progress and development of the site, 6a Architects 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

6.7 Concurrent with the amended plans required by clause 6.1, an amended Landscape 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 the incorporated plans for this document. The plan must show:

a) Reference to design changes as required by clause 6.1 and include additional landscaping as required by the amended Wind Assessment Report at clause 6.25;
b) The landscaping on any of the upper levels and how this is going to be maintained, including information on waterproofing, growing media, irrigation and mulch;

c) Details of how any mulch specified on the higher levels will not be at risk of blowing away during high wind events must be provided;
d) Details of custom furniture proposed, ensuring safety and compliance standards are met; and
e) All plants proposed confirmed to not be listed within DELWP *Advisory List of Environmental Weeds in Victoria*.

6.8 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.

Sustainable Management Plan

6.9 Concurrent with the plans required by clause 6.1, 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 plan will be endorsed and will form part of the incorporated plans for this document.

The amended Sustainable Management Plan must be generally in accordance with the Sustainable Management Plan prepared by Atelier Ten dated June 2019 but modified to make reference to design changes as required by clause 6.1 and include the following details:

a) Clarify provision of operable windows throughout office areas to reduce reliance on mechanical systems;
b) The report and the proposed energy modelling to be consistent in its detailing (i.e. there are inconsistencies between the model input of VLT (0.55) for Glazing and the stated minimum (0.4);
c) The type of glazing with regard to energy modelling and clarification of daylight modelling;
d) Preliminary modelling or glazing calculations to support evidence for energy savings (i.e. note that a target over the 2016 reference case is required);
e) Clarification regarding the consistency with zero carbon goal (i.e. this may not be feasible);
f) Specify proportions as % of total, or GHG reduced and remove vague language from materials section;
g) Provision of an EMP; and
h) Update architectural drawings to match details provided in any updated Waste Management Plan.

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, endorsed under this document, or similarly qualified person or

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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 endorsed Sustainable Management Plan have been implemented.

Car Park Management Plan

6.12 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 plan will be endorsed and will form part of the incorporated plans for this document. The plan must address, but not be limited to, the following:

a) The number and location of car parking spaces allocated to each tenancy;
b) Any tandem parking spaces allocated to a single tenancy;
c) The number and location of car spaces for shared use, including time of shared use;
d) The management of visitor car parking spaces and security arrangements for occupants of the development, including details on how residential visitors are to access car parking;
e) Details of wayfinding, cleaning and security of end of trip bicycle facilities;
f) Policing arrangements and formal agreements;
g) 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.; and
h) Details regarding the management of loading and unloading of goods and materials.

6.13 The requirements of the endorsed Car Park Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

Green Travel Plan

6.14 Concurrent with the plans required by clause 6.1, 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 plan will be endorsed and will form part of the incorporated plans for this document.

The amended Green Travel Plan must be generally in accordance with the Green Travel Plan prepared by One Mile Grid Traffic Engineering dated 3 July 2019 but modified to make reference to the plans as endorsed under clause 6.1.

6.15 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

6.16 Concurrent with the plans required by clause 6.1, 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 plan will be endorsed and will form part of the incorporated plans for this document.

6.17 The provisions, recommendations and requirements of the endorsed Waste Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

6.18 The collection of waste from the site must be by private collection, unless with the prior written consent of the Responsible Authority.

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Acoustic Report

6.19 Concurrent with plans required by clause 6.1, an amended Acoustic Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the report will be endorsed and will form part of the incorporated plans for this document. The amended Acoustic Report must be generally in accordance with the Acoustic Report prepared by Wood and Grieve Engineers and dated 20 November 2019, but modified to include / make reference to:

a) The plans required by clause 6.1; and
b) Confirmation and evidence to show consideration and all amelioration measures required to address the location of any music venues including 'Rupert on Rupert'.

6.20 Within 6 months of the commencement of the residential hotel use, a supplementary Acoustic Report to the satisfaction of the Responsible Authority must be prepared by a suitably qualified acoustic engineer that confirms that all measures endorsed as part of the Acoustic Report required at clause 6.19 have been implemented. The supplementary report must be submitted to and approved by the Responsible Authority. When approved, the supplementary report will be endorsed and will form part of the incorporated plans for this document.

6.21 All uses must comply at all times with the State Environment Protection Policy — Control of Noise from Commerce, Industry and Trade (SEPP N-1).

6.22 All uses must comply at all times with the State Environment Protection Policy — Control of Music Noise from Public Premises (SEPP N-2).

6.23 The provision of music on the land must be at a background noise level at all times.

6.24 The provisions, recommendations and requirements of the endorsed Acoustic Report must be implemented and complied with to the satisfaction of the Responsible Authority.

Wind Assessment Report

6.25 Concurrent with the plans required by clause 6.1, an amended Wind Assessment Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended report will be endorsed and will form part of the incorporated plans for this document. The amended Wind Assessment Report must be generally in accordance with the findings of the report titled *'Environmental Wind Speed Measurements on a Wind Tunnel Model of the 81-89 Rupert Street Development, Collingwood''* prepared and authored by MEL Consultants and dated 22 November 2019 (Revision No. 2) but modified to include (or show):

a) Assessment of the development as amended pursuant to clause 6.1 with:

i) Further assessment of the open-air terraces on Levels 01 and 03;
ii) Planting of established trees on Level 03 with a maintenance regime that ensures their survival; and
iii) Application of stricter wind comfort criterions of *'stationary short exposure'* to the lift lobbies and tenancy entrance areas.

6.26 The provisions, recommendations and requirements of the endorsed Wind Assessment Report must be implemented and complied with to the satisfaction of the Responsible Authority.

Community Benefit Assessment Report

6.27 The Community Benefit Assessment Report prepared by SGS Economics and Planning dated 19 November 2019, must be updated to the satisfaction of the Responsible Authority to reflect the plans as required by clause 6.1 and their requirements. The updated report must also provide details in relation to the methods applied to ensure ongoing public access to all uses within the hours of operation detailed within this document (including the roof top garden). The updated report must be submitted to and approved by the Responsible Authority. When approved, the updated report will be endorsed and will form part of the incorporated plans for this document.

Within 12 months of the uses commencing, confirmation from the developer must be submitted to the Responsible Authority that all community benefit measures outlined in the endorsed Community Benefit Assessment Report are operational.

Residential Hotel Use / Management Plan

6.28 Concurrent with the plans required by clause 6.1, a Residential Hotel 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 the incorporated plans for this document. The plan must detail the following:

a) Procedures, and standards for guests to minimise amenity and parking problems in the neighbourhood;
b) Ongoing measures to be taken to ensure residential hotel guests and visitors do not cause any unreasonable amenity impact to persons beyond the land;
c) Establishment of a line of communication with adjoining owners and occupiers aimed at identifying and addressing amenity concerns;
d) An outline of all house rules intended to be used to manage residents and guests including:

i) Guest behaviour;
ii) Noise; and
iii) Methods of eviction if house rules are broken;

e) Details of eviction process in the event house rules are broken;
f) Standards for property maintenance, health and cleanliness;
g) Security against thefts and break-ins, including security of guests' belongings.

6.29 The residential hotel use must be managed in accordance with the endorsed Residential Hotel Management Plan.

Retail (Shops)

6.30 Except with the prior written consent of the Responsible Authority, the retail (shops) use authorised by this document may only operate between the following hours:

a) Monday to Sunday: 7.00am – 10pm.

Cinema

6.31 Except with the prior written consent of the Responsible Authority, the cinema authorised by this document may only operate between the following hours with up to 46 patrons:

a) Monday to Sunday: 10.00am – 12 midnight.

Restaurant / food and drink premises

6.32 Except with the prior written consent of the Responsible Authority, the restaurant(s) / food and drink premises authorised by this document may only operate between the following hours:

a) Monday to Sunday: 7.00am – 12 midnight.

6.33 Except with the prior written consent of the Responsible Authority, the restaurant use authorised by this document may only operate with the following patron numbers:

a) Unit B (Second floor): 350 patrons; and
b) Unit B (Mezzanine): 110 patrons.

Restricted Recreation

6.34 Except with the prior written consent of the Responsible Authority, the restricted recreation areas authorised by this document may only operate between the following hours:

a) Monday to Sunday: 5.00am – 10pm.

6.35 Except with the prior written consent of the Responsible Authority, the restricted recreation areas authorised by this document may only operate with the following patron numbers:

a) Unit C - Wellness Suite: 150 Patrons; and
b) Gymnasium: 150 patrons.

Developer contribution

6.36 Prior to the commencement of the development, this developer of the site must pay the Responsible Authority a $5,000 contribution for the installation of a contra-flow bicycle lane on Rupert Street between Gipps Street and Langridge Street – or similar bicycle access improvements to the subject site as agreed in writing.

6.37 The Responsible Authority must use the funds on the agreed project within 12 months of the practical completion of the development. After 12 months of the expiry of this document, the document holder may request a refund for the full amount if the agreed project has not been commenced.

Road Infrastructure

6.38 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.

6.39 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 outside the building's frontage must be constructed:

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a) At the developer's cost; and
b) To the satisfaction of the Responsible Authority.

6.40 Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, all public infrastructure, including re-sheeting of the footpath for the entire width of the property must be pursued:

a) At the developer's cost; and
b) To the satisfaction of the Responsible Authority.

6.41 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.

Car parking

6.42 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.

6.43 Except with the prior written consent of the Responsible Authority, no less than 40 car spaces must be provided on the site at all times.

Loading On Site

6.44 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.

Lighting

6.45 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 and internal laneway 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

6.46 Finished floor levels shown on the endorsed plans must not be altered or modified without the prior written consent of the Responsible Authority.

6.47 Speakers external to the building (inclusive of the balcony / terraces and rooftop areas) must not be erected or used.

6.48 As part of the ongoing progress and development of the site, 6a Architects (being the architect who designed the building), 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.

6.49 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.

6.50 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.

6.51 All buildings and works must be maintained in good order and appearance to the satisfaction of the Responsible Authority.

6.52 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.

6.53 Delivery and collection of goods to and from the land may only occur between 7am and 10pm Monday to Saturday, or after 9am on a Sunday or public holiday except for those allowed under any relevant local law.

Construction Management Plan

6.54 Before the use and 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 the incorporated plans for this 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 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.

Construction Times

6.55 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.

7.0 EXPIRY OF INCORPORATED DOCUMENT

7.1 Notwithstanding other provisions of this document, 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 C283yara.
b) If a new development proposal is applied for.

End of Document

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11.5 Planning Scheme Amendment C377melb – Ikon Park Redevelopment

Executive Summary

Purpose

The purpose of this report is to inform Council of Amendment C377melb and to outline proposed key matters to include in a submission to the Minister for Planning.

Council has two options:

(a) Option 1: Make a submission to the Minister for Planning, that:

(i) sets out additional matters that should be addressed in considering the Planning Scheme Amendment C377melb documentation (i.e. regarding the impact of higher lighting towers, urban design, traffic); and

(ii) further public consultation occur prior to determining Amendment C377melb; and

(b) Option 2: Do not make a submission to the Minister for Planning.

Key Issues

Amendment to the Melbourne Planning Scheme was requested by the Carlton Football Club to the Minister for Planning to facilitate an upgrade of Princes Park training, parking and stand facilities and to install permanent TV broadcasting lighting towers for AFLW games.

On 30 June 2020 Council received a letter from the Minister for Planning (Attachment A) informing Council that Amendment C377melb was requested by the proponent under Section 20(4) (where the Minister for Planning formally prepares and decides the amendment without public exhibition), and that Council's views are sought under Section 20(5).

Council has until the 19 August 2020 to make a submission, if it chooses to do so.

The proposed amendment (see Attachment C) contains an *Incorporated Document* which includes guidelines and conditions as a basis for potential future plans. It is important to highlight that under the proposed arrangement, if a plan adheres to these conditions, a planning permit and associated advertising would not be required. This is because of the way the provisions of an *Incorporated Document* works.

The applicant advises that community consultation included a letter drop that briefly outlined the project, and an invitation to the community consultation sessions.

NB. Planned consultation sessions were, however, cancelled due to COVID 19.

The area coverage of the letter drop is not specifically known although an indication of the area was suggested at a pre application type meeting – from submissions received from Yarra residents it appears that some nearby residents have not received the information.

Financial Implications

Yarra City Council has no financial implications apart from officer time involved in assessing the Planning Scheme Amendment documentations.

PROPOSAL

The purpose of the formal Planning Scheme Amendment is to move the approval process for *use* and *development a*t the land occupied by Carlton Football Club (known as the Carlton Recreation Ground) into the Melbourne Planning Scheme (MPS) by introducing a Specific Controls Overlay (Schedule 23), and an *Incorporated Document* (Carlton Recreation Ground) into the planning scheme (see Attachment B and C).

11.5 Planning Scheme Amendment C377melb – Ikon Park Redevelopment

Reference: D20/129515
Authoriser: Director Planning and Place Making

Purpose

1. The purpose of this report is to outline the '*Planning Scheme Amendment C377melb – IKON Park Redevelopment*' and the key matters that should be included in a submission to the Minister for Planning.

Background

2. In September 2019 Council officers were approached by the consultant acting on behalf of the Carlton Football Club. Discussions included officers from the City of Melbourne and staff from the Department of Environment, Land, Water and Planning (DELWP). Officers were informed of the intention by the applicant (via their consultant) to prepare a planning scheme amendment to:

   (a) shift the assessment mechanism for proposals at the ground from the current lease arrangement to the planning scheme to formally acknowledge the use of the land; and

   (b) facilitate redevelopment of the Ikon Park stadium to upgrade training and stand facilities and install lighting towers to support TV-broadcasting of AFLW games.

3. Staff from DELWP, Melbourne City Council, Moreland City Council and Yarra City Council met with the proponent on the 12 February 2020. The following was discussed in relation to potential impacts for areas within the City of Yarra:

   (a) public consultation to be undertaken via letter drop (Yarra City Council defined the boundary) and suggested information sessions, led by the proponent; and

   (b) initial concerns were raised by Yarra City Council officers regarding the potential for light spill from the new light towers (possible impact on Yarra residents to the east of the development) and the traffic impact.

Letter from Minister for Planning advising of proposed Amendment C377melb

4. Under Section 20(5), Council received a letter (Attachment A) from the Minister of Planning, advising that:

   (a) the Minister has received a request to prepare, adopt and approve Amendment C377melb to the Melbourne Planning Scheme (MPS) under section 20(4) of the Planning and Environment Act 1987 in regards to land at the Carlton Recreation Ground, known as Ikon Park, located in Princes Park, Carlton North;

   (b) the proposed amendment (Attachment B) seeks to amend the current *Specific Controls Overlay* and the *Incorporated Document* (Attachment C) (Carlton Recreation Ground *Incorporated Document*, May 2020) of the Melbourne Planning Scheme to facilitate the redevelopment of the land; and

   (c) under section 20(5) of the Act, the Minister is seeking the views of Yarra City Council regarding the amendment as it borders the Council area.

5. Council has until the 19 August 2020 to make a submission to the Minister for Planning.

Amendment C377melb

6. The purpose of the amendment is to move the approval process for *use* and *development* matters at the land occupied by Carlton Football Club (known as the Carlton Recreation Ground) into the Melbourne Planning Scheme (MPS) by introducing *Specific Controls Overlay (Schedule 23)* and an *Incorporated Document* (Carlton Recreation Ground) into the planning scheme (see Attachment B and C).

7. Previously, much of the approval process occurred under the lease which dates back to 1995 and reflects the way the land was used for men's football at that time.

8. The proposed amendment is said to improve the management of the *use* and *development* under the planning scheme, rather than reliance on the interpretation of lease provisions, and in turn facilitate development and use of the land for major sport and recreation including a home for AFLW.

9. Currently, (the applicant says) that live broadcasts rely on temporary crane lighting as the light levels used for training purposes are not sufficient to support broadcasting.

10. The applicant states that the timing of the amendment is intended to support consideration by the City of Melbourne of a development proposal partly funded by State and Federal Government and to ensure that broadcast lighting is provided.

11. The explanatory report states that the key features include the redevelopment of the area currently covered by the Pratt Stand and administration building to allow for integrated high performance training facilities for AFLW and AFL players, upgraded match day facilities and new administration facilities.

12. The process that would be implemented through Amendment C377melb would allow for use and development of the site without the need for a planning permit process, as long as the proposed use and/or 'buildings and works' are in accordance with the conditions and the concept plan in the *Incorporated Document*. Where proposals go beyond the conditions of the *Incorporated Document*, a planning permit would be needed.

13. The Melbourne City Council would be Responsible Authority under the Amendment.

Specific Controls Overlay – Schedule 23

14. The schedule to the *Specific Controls Overlay* (SCO) is a table that identifies specific areas or sites as part of the overlay. It correlates with Planning Scheme Maps and does not contain other provisions or controls.

Incorporated Document

15. The proposed *Incorporated Document* (see Attachment C) would become part of the Melbourne Planning Scheme (MPS) via clause 72.04, and contain objectives, general controls for use and development and more site-specific guidelines and conditions to assess proposals.

16. The proposed *Incorporated Document* controls would prevail over any contrary or inconsistent provision in the MPS. No planning permit would be required, and further it would state that no provision in the MPS can operate to prohibit or restrict, the ongoing use and development of the land in accordance with this *Incorporated Document*, except as provided for in this Document.

17. Under the proposed *Incorporated Document* plans must be prepared to meet 'Conditions' contained within the provisions. When considering whether or not to approve plans, the Responsible Authority shall consider built form guidelines relating to the following topics:

    (a) building materials, park values and public safety;

    (b) pedestrian and bicycle access and circulation;

    (c) car parking;

    (d) wayfinding;

    (e) overshadowing;

    (f) lighting; and

    (g) signage.

18. The proposed guidelines for each topic would be discretionary in nature and aim to consider the park setting; encourage pedestrian and bicycle connectivity and bicycle parking; creating efficient car parking; update wayfinding signage and lighting; ensuring that overshadowing that reaches beyond what would be allowable under the concept plan within the *Incorporated Document* is not detrimental to the amenity of the area; minimising light spill beyond the stadium and ensuring that signage considers the character of the areas fits within the architectural forms of the building.

Conditions

19. A section with 'Conditions*'* states that 'buildings and works' must not commence until plans have been approved by the Responsible Authority. The Conditions lists the plans, the information required within the plans and general conditions. The Plans include:

    (a) buildings and works plans that includes:

        (i) Construction Management Plan;

        (ii) Waste Management Plan;

        (iii) Heritage Impact Statement;

        (iv) Landscape Plan;

        (v) Environmentally Sustainable Design (ESD) and Water Sensitive Urban Design (WSUD) Statement; and

        (vi) Traffic and Car Parking Assessment.

    Broadcast Lighting Management Plan:

    (b) The documents state that prior to an operation of broadcast lighting a BLM must be prepared.

        It also states that except with the written consent of the Responsible Authority, the BLMP may not authorise broadcast lighting to be operated on the land on more than 12 occasions in any one calendar year or operate later than 11pm; and

    Event Management Plan:

    (c) The controls require an 'Event Management Plan' to be approved by the Responsible Authority prior to any non-football event occurring on the land.

        For the purposes of this control, a non-football event is considered an event with over 7,500 people in attendance.

20. The *'Concept plan*' in the *Incorporated Document* shows the boundary of the: specific controls; proposed built form area; and the height of lighting towers.

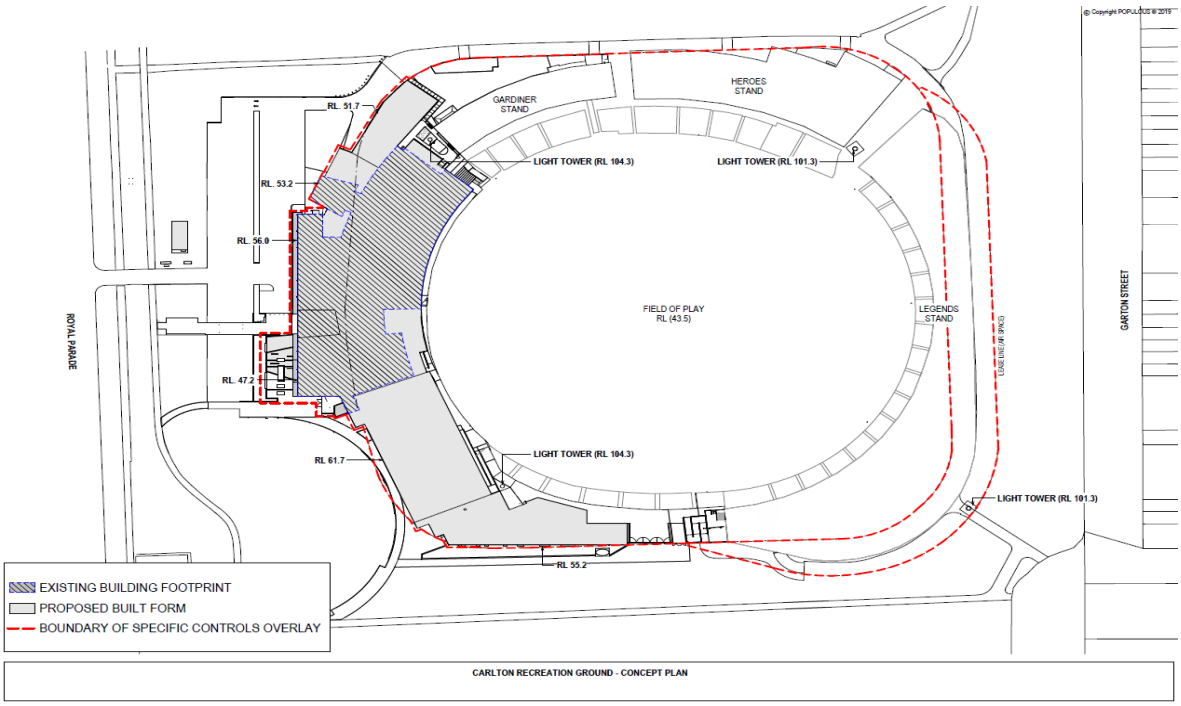


Figure 1: Carlton Recreation Ground – concept plan

21. No supporting technical reports (e.g. urban design analysis, traffic and parking or lighting assessment) were provided with the amendment material, neither are any such assessment reports referenced in the amendment material.

Key Matters for a future Submission

22. Having analysed the amendment documentation for C377melb, Council officers consider that the proposed use of the *Specific Controls Overlay* and clause 72. 04 as planning tools are appropriate to:

    (a) bring the approvals process into the MPS;

    (b) provide a transparent and enforceable planning controls; and

    (c) provide built form guidelines for future development.

23. There are a number of issues, however, that should be addressed in considering the amendment, and therefore should form the basis of a Council submission to the Minister for Planning:

    (a) Technical assessments: no technical background reports have been provided to support the request or provide justification for the provisions included in the proposed *Incorporated Document*. This is set out in the following points, b - d. While is it recognised that the *Incorporated Document* requires the preparation of technical assessments, the purpose of preliminary assessments set out below would be to inform the crafting of the planning controls so that are nuanced to the place – not generic;

    (b) Lighting:

        (i) The proposed controls (7.2 in the Incorporated Document):

            - require a Broadcast Lighting Management Plan (BLMP) to be prepared and *for the purposes of the control, broadcast lighting is lighting displayed at sufficient lux to support television broadcast;* and

            - include a maximum number of occasions (12) that the broadcast lights could occur.

(ii) The built form guidelines call for lighting that "is baffled to minimise light spill beyond the stadium, is energy efficient, and is managed in accordance with the BLMP".

It is pointed out that the proposed clause 7.2, does not consider the impact on nearby residences and the Responsible Authority shall only consider the proposed built form guidelines as appropriate.

A lighting assessment should investigate the impact of the broadcast lighting on neighbouring residences and provide mitigation measures to minimise any impact. The findings would inform the wording and requirements of the *Incorporated Document*. Alternatively tighter controls to mitigate potential impact on residents should be included in the *Incorporated Document*;

(c) Urban design analysis: No urban design assessment has been provided to support the controls in the proposed *Incorporated Document*. This work is required to ensure that the controls properly outline quality site specific urban design outcomes that respond to the park setting. The findings of these investigations should inform the wording and requirements of the *Incorporated Document*;

(d) Traffic and car parking: The proposed controls require the preparation of a traffic and car parking assessment, however, it does not consider the impact on existing residential streets. No access is proposed as part of the amendment, however, there could be on street parking and traffic management issues with a future redevelopment.

An assessment should investigate the potential impact and provide mitigation measures to minimise any impact. Alternatively, the control (7.1(p) in the *Incorporated Document* could be tightened to make explicit reference to assessing and mitigating the impacts on surrounding residential streets; and

(e) Community consultation: the planning scheme tool and amendment process chosen by the proponent **raises the importance of public consultation as part of considering the amendment given that 'buildings and works' would not require a planning permit**.

The Consultation report provided with the Amendment asserts that: *once the Amendment is approved, the Carlton Football Club will be required to lodge plans (and associated consultant reports) for approval with the City of Melbourne. Any further liaison and consultation could occur in the context of these applications after consideration by the City of Melbourne, which is both Responsible Authority and committee of management*.

It is noted that this, however, is not a statutory requirement. An alternate, would be to include a condition that requires the Responsible Authority to make available for public inspection 'plans for approval' for a suitable period of time prior to its consideration by the Responsible Authority. Any submissions must then be considered by the Responsible Authority in its decision.

External Consultation

24. The consultation report (Attachment D) prepared by the proponent advises that:

(a) a letter drop was undertaken on the 12 March 2020, which included a brief outline of the amendment and future project, an invitation to RSVP to a community consultation session and an email to ask questions;

(b) 12 RSVPs were received by the proponent's consultant; and

(c) the information sessions had to be cancelled due to the pandemic.

25. Officers are not aware of any other consultation efforts.

26. According to the proponent's consultants, the letter drop was undertaken by the Carlton FC in the notification area map suggested previously provided by Yarra. The letter drop included just the letter as mentioned in the 'Consultation Report', no other materials. Information sessions were cancelled but no emails were received by the Carlton FC on their email (ikonparkredevelopment@carltonfc.com.au).

27. Recent correspondence sent from the local community in Princes Hill indicates that some residents who consider themselves possibly impacted, did not receive a letter.

28. Council has received several emails from members of the local community in Princes Hill and Carlton North (outside of the suggested notification area). Key issues expressed are summarised below:

    (a) light spill from the proposed broadcasting light towers:

        (i) submits that there is need for a strict and enforceable *Broadcast Lighting Plan* which will be the key to preserving local amenity; and

        (ii) submits that these lights will affect the residents living within the vicinity;

    (b) traffic generating from the use:

        (i) submits that there will be noisy patrons, increased traffic, pollution, and inconvenience;

    (c) design outcome:

        (i) suggests to involve an architect to do further work on design outcome of the development;

    (d) car parking, signage and access:

        (i) raised concerns about signage outside the stadium, buildings and works, and underground car parking;

    (e) events other than AFLW games:

        (i) submits that even in Drummond Street, the noise that is generated from the grounds is loud, but the amplified noise of the twelve extra events the Club plans would be deafening; and

        (ii) concerned about other events that will occur in the stadium;

    (f) lack of community engagement:

        (i) informs that the resident didn't receive any notification for the Amendment from the Proponent; and

        (ii) informs that the resident did receive notification for the Amendment from the Proponent. However, received 'letter box drop' on the 14 March 2020 for 5 April 2020 consultation which was cancelled due to COVID;

    (g) impact on the environment and the park:

        (i) suggests to integrate the park into the design. These drawings show no real development of the surrounding carpark or parkland beyond nominal pathways to new building entrances;

        (ii) submits that no thought has been given to the bird life and the native animals that live in Princes Park and how their lives will be impacted by these huge lights;

        (iii) mentions that the development would involve considerable intrusions into park use if work should proceed;

        (iv) submits that the development would cause alienation of parkland and reduced residential amenity; and

        (v) mentions that there should be no car parking on existing parkland and no building encroachment onto the park.

29. Officer's contacted peers in the City of Melbourne who advised that they had not received any enquires from residents (as at 22.07.2020). YCC officers have provided the emails received to the relevant Melbourne City Council staff and also to the DELWP staff.

Internal Consultation (One Yarra)

30. Officers have sought internal comments from urban design, engineering, traffic, sustainable transport, open space and statutory planning.

Financial Implications

31. There are no financial implications apart from officer time involved in assessing the Planning Scheme Amendment documentations.

Economic Implications

32. The development could create some job opportunities for Yarra residents.

Sustainability Implications

33. Environmentally Sustainable Design (ESD) and Water Sensitive Urban Design (WSUD) Statement would be prepared as required in the *Incorporated Plan*.

Climate Emergency Implications

34. Refer to sustainability comments above.

Social Implications

35. This amendment supports the development to enhance the land as a home for AFLW including live broadcasting of AFLW games and elite training facilities.

Human Rights Implications

36. There are no anticipated human rights implications. NB. Possible amenity aspects to Yarra residents are noted in this report.

Communications with CALD Communities Implications

37. There has been no communications with the CLAD community.

Council Plan, Strategy and Policy Implications

38. The site is not in the city of Yarra. However, it abuts Yarra and some local community members raise some concerns for the consideration of the Yarra Council in making a submission to the Minister for Planning.

Legal Implications

39. The amendment would be progressed in accordance with the provisions of the *Planning and Environment Act 1987*.

Other Issues

40. Officers recommend that a submission be made to the Minister for Planning.

Options

41. There are two options:

    (a) Option 1: Make a submission to the Minister for Planning, that is based on the matters outlined in this report; or

    (b) Option 2: Do not make a submission to the Minister for Planning.

Conclusion

42. Amendment C377melb is required to allow assessments of land *use* and *development* through a planning scheme mechanism, with the aim to facilitate upgrades to the stadium, including, but not limited to, training facilities and TV broadcasting light towers.

43. Council received a letter by the Minister for Planning, advising Council that the proponent has requested the Minister to prepare and approve Amendment C377melb under Section 20(4) of the Planning and Environment Act, and that Council is being notified under Section 20(5) with the opportunity to make a submission to the Minister for Planning.

44. Officers have considered the documentation provided and consider that a submission should be made based on the matters outlined in this report.

RECOMMENDATION

1. That Council:
   (a) notes the officer report regarding *Planning Scheme Amendment C377 – IKON Park Redevelopment* to the Melbourne Planning Scheme which has been notified to the Council by the Minster for Planning;
   (b) notes the opportunity for the Yarra City Council to provide comments to the Minister for Planning in relation to the proposed provisions of the planning scheme amendment; and
   (c) notes the issues raised by members of the local community in Princes Hill and Carlton North as summarised in the officer report.
2. That Council makes a submission to the Minister for Planning which is based on the matters set out in section 20 and 21 of this report, relating to:
   (a) the appropriateness of the proposed planning tools;
   (b) the need for a lighting assessment to be prepared to mitigate negative impacts upon residential properties within Yarra;
   (c) the need for traffic and car parking assessment to mitigate impacts on surrounding residential streets;
   (d) the need for an urban design assessment to demonstrate the amendment documentation achieves good urban design outcomes; and
   (e) the need for broader community consultation to occur to inform the Planning Scheme Amendment process having regard to the Incorporated Document approach that would allow for use and development of the site in accordance with provisions of the scheme without the need for a planning permit process.

CONTACT OFFICER: **Mir Faruque**
TITLE: **Strategic Planner**
TEL: **9205 5374**

Attachments
1⇩ Attachment A - Letter from the Minister for Planning
2⇩ Attachment B - Technical Amendment Documents
3⇩ Attachment C - Incorporated Document
4⇩ Attachment D - Consultation Report by Proponent

Attachment 1 - Attachment A - Letter from the Minister for Planning

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

Ref: MBR042418

Dear Mayor

PROPOSED PLANNING SCHEME AMENDMENT C377MELB
IKON PARK REDEVELOPMENT, PRINCESS PARK, CARLTON NORTH

I have received a request from the Carlton Football Club to prepare, adopt and approve Amendment C377melb to the Melbourne Planning Scheme under section 20(4) of the *Planning and Environment Act 1987*.

The proposed amendment seeks to facilitate the redevelopment of the Carlton Recreation Ground, known as Ikon Park, located in Princess Park, Carlton North, by introducing a new incorporated document titled 'Carlton Recreation Ground Incorporated Document, May 2020' into the Melbourne Planning Scheme. The amendment would:

- apply the Specific Controls Overlay (SCO) to the land required for the development; and
- amend the schedules to Clause 45.12 (Specific Controls Overlay) and Clause 72.04 (Documents incorporated in this Planning Scheme) to include the incorporated document.

Under section 20(5) of the Act, I am seeking the views of Yarra City Council regarding the amendment as it borders your council area. Please find enclosed a copy of the proposed incorporated document and the explanatory report that would form part of the amendment and other relevant material.

Submissions must be made in writing to the Department of Environment, Land, Water and Planning (DELWP) within six weeks of the date of this letter, and emailed to glp.service@delwp.vic.gov.au.

Should you have any queries in relation to this matter, please contact Andrew Widdicombe, Manager Government Land Planning, DELWP, on 0411 232 434 or at andrew.widdicombe@delwp.vic.gov.au.

Yours sincerely

HON RICHARD WYNNE MP
Minister for Planning

14 / 06 / 2020

Encl.

Planning and Environment Act 1987

MELBOURNE PLANNING SCHEME

AMENDMENT C377MELB

EXPLANATORY REPORT

Who is the planning authority?

This amendment has been prepared by the Minister for Planning, who is the planning authority for this amendment.

The amendment has been made at the request of the Carlton Football Club.

Land affected by the amendment

The amendment applies to the following land:

- Allot. 2030 at Carlton, Parish of Jika Jika (known as 400 Royal Parade, Carlton North)
- Allot. 2031 at Carlton, Parish of Jika Jika (known as 400 Royal Parade, Carlton North)
- Part Allot. 2032 at Carlton, Parish of Jika Jika (known as 400 Royal Parade, Carlton North)
- Allot. 1A Sec. 118A at Carlton, Parish of Jika Jika (known as 400 Royal Parade, Carlton North)

The land affected by the amendment is known as Carlton Recreation Ground, which is home to the Carlton Football Club.

What the amendment does

The amendment improves the process approval of development and use at the land occupied by Carlton Football Club (known as the Carlton Recreation Ground) by introducing site specific planning controls into the planning scheme. Previously much of the approval process occurred under the lease which dates back to 1995 and reflects the way the land was used for a mens' football club at that time.

The planning scheme controls provide built form guidelines consistent with a stated vision for the use and development of the land including the support of development to enhance the land as a home for AFLW including live broadcasting of AFLW games, and state of the art integrated elite training facilities. Currently, live broadcasts rely on temporary crane lighting as the light levels used for training purposes are not sufficient to support broadcasting.

The timing of the amendment is intended to support consideration by the City of Melbourne of a development proposal partly funded by State and Federal Government and to ensure that broadcast lighting is provided. Generally, the key features that development include the redevelopment of the area currently covered by the Pratt Stand and administration building to allow for integrated high performance training facilities for AFLW and AFL players, upgraded match day facilities and new administration facilities.

The amendment facilitates assessment of applications through a Specific Controls Overlay (Schedule 23) and Incorporated Document (Carlton Recreation Ground).

More specifically, the Melbourne Planning Scheme will be amended as follows:

- Planning Scheme Maps 2SCO and 5SCO amended to include the land in the Specific Controls Overlay.
- Schedule to Clause 45.12 amended to introduce the Carlton Recreation Ground Overlay.
- Schedule to Clause 72.04 amended to introduce the Carlton Recreation Ground Incorporated Document.

Final Discussion Draft

Strategic assessment of the amendment

Why is the amendment required?

The amendment is required to improve management of the use and development under the planning scheme rather than reliance on interpretation of lease provisions and in turn to keep up with the times and facilitate development and use of the land for major sport and recreation including a home for AFLW.

The subject land is leased to the Carlton Football Club by the City of Melbourne acting as Committee of Management for Princes Park and pursuant the Carlton (Recreation Ground) Land Act 1966.

Up until now the development and use of the land has been governed by a lease under the Carlton (Recreation Ground) Land Act 1966. While the Carlton (Recreation Ground) Land Act 1966 permits a very broad range of uses, in practice the lease includes provisions that were more appropriate to the AFL in 1995 (and before).

Notably, Section 3 (1A) provides that the land may be leased for the purposes of sport or recreation or social or cultural or educational activities or purposes connected therewith including the erection of buildings.

Section 3 (2) further provides that such purposes shall be subject to covenants conditions exceptions and reservations as the corporation thinks fit:

The current lease was executed in 1995 when the ground was used for home and away games for mens football. The lease also contemplates use of the land for other activities including gaming which is no longer contemplated at the site.

The amendment would introduce a modern planning control to shift the day to day permission of land use and development of the site to consideration under the planning scheme. Separately, it would then be possible to entertain a new lease which would refer back to the planning controls to ensure consistency of assessment against a stated vision and design guidelines.

The Incorporated Document includes the following tools:

- A vision statement and objectives.
- Built form and signage guidelines.
- A concept plan.
- A requirement for a Broadcast Lighting Management Plan.
- A requirement for an Event Management Plan for larger non-football events.

How does the amendment implement the objectives of planning in Victoria?

The amendment implements the following objectives of planning in Victoria:

(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;

(e) to protect public utilities and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community;

(g) to balance the present and future interests of all Victorians.

The amendment implements these objectives as follows:

Final Discussion Draft

- Modernising the planning controls to provide for flexible, transparent and enforceable planning controls and guidelines in the planning scheme.

- Providing planning scheme support for the improvement of facilities and opportunities for womens football, making efficient use of Carlton Recreation Ground and capitalising on its historical use for AFL in Victoria since the late 1800s.

- Providing built form guidelines for the future development with consideration of improvements to the public realm.

How does the amendment address any environmental, social and economic effects?

Environmental Effects

The planning controls facilitate development provided it is designed to take into consideration its sensitive interfaces within Princes Park and surrounds, and to provide for a high level of safety and enjoyment for all users including players, staff, spectators and visitors.

The Incorporated Document includes a concept plan and built form guidelines to manage the public realm and landscape impacts, with a detailed landscape plan required to be approved prior to the commencement of any works.

Social Effects

The social benefits that will gained from the redevelopment contemplated in conjunction with this amendment are significant given the amendment purposes to support the use and development of the land for the home of AFLW, supported by a stated vision.

Economic Effects

The planning controls to facilitate the redevelopment of the Carlton Recreation Ground will create local and regional expenditure opportunities as the ground is used more for AFLW games and other permissible events into the future.

Although the design approval is a separate matter for the responsible authority it is noted that there is currently $40 million of State and Federal funding in place to support development with the intention that development may commence in late 2020.

With improved matchday opportunities and facilities for AFLW matches, further long-term employment opportunities will result.

Does the amendment address relevant bushfire risk?

The land is not in a Bushfire Prone Area, nor is it subject to a Bushfire Management Overlay.

Does the amendment comply with the requirements of any Minister's Direction applicable to the amendment?

The following Ministerial Directions are relevant:

- Ministerial Direction No. 1 -The Form and Content of Planning Schemes

- Ministerial Direction No. 9 – Metropolitan Planning Strategy

The amendment complies with the above Directions.

How does the amendment support or implement the Planning Policy Framework and any adopted State policy?

The amendment supports the following provisions of the Planning Policy Framework:

- Clause 15.01-1 (Urban Design) and Clause 15.01-2 (Building Design) includes the following strategies (amongst others):

Final Discussion Draft

- *Require development to respond to its context in terms of character, cultural identity, natural features, surrounding landscape and climate.*
- *Ensure development contributes to community and cultural life by improving the quality of living and working environments, facilitating accessibility and providing for inclusiveness.*
- *Ensure that development, including signs, minimises detrimental impacts on amenity, on the natural and built environment and on the safety and efficiency of roads.*
- *Promote good urban design along and abutting transport corridors.*
- *Provide spaces and facilities that encourage and support the growth and development of Melbourne's cultural precincts and creative industries.*
- *Ensure the form, scale, and appearance of development enhances the function and amenity of the public realm.*
- *Ensure buildings and their interface with the public realm support personal safety, perceptions of safety and property security.*

- Clause 15.01-4S (Healthy Neighbourhoods) seeks to achieve neighbourhoods that foster healthy and active living and community wellbeing.
- Clause 17.01-1S (Diversified Economy) includes a strategy to 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.
- Clause 19.02 (Community Infrastructure) seeks to (amongst others):
  - *Reinforce the existing major precincts for arts, sports and major events of statewide appeal.*
  - *Establish new facilities at locations well served by public transport.*
  - *Maintain and strengthen Melbourne's distinctiveness as a leading cultural and sporting city with world-class facilities.*
- Clause 19.06 (Open Space) seeks to (amongst others):
  - *Ensure that urban open space provides for nature conservation, recreation and play, formal and informal sport, social interaction, opportunities to connect with nature and peace and solitude.*
  - *Accommodate community sports facilities in a way that is not detrimental to other park activities.*
  - *Ensure open space provision is fair and equitable with the aim of providing access that meets the needs of all members of the community, regardless of age, gender, ability or a person's location.*

How does the amendment support or implement the Local Planning Policy Framework, and specifically the Municipal Strategic Statement?

The amendment supports and implements the following objectives and strategies of the Local Planning Policy Framework:

- Clause 21.05 (Environment and Landscape Values) seeks to protect the vegetation and amenity of the city's parklands.
- Clause 21.06 (Built Environment and Heritage) outlines that development must add positively to Melbourne's public realm and contribute to making it safe and engaging for users.

Final Discussion Draft

- Clause 21.10 (Infrastructure) seeks to enhance the City as Victoria's pre-eminent cultural and entertainment location.

- Clause 21.16 (Local Areas) seeks to ensure that buildings within Princes Park are sensitively designed and located to minimise its impact on the Park's landscape character.

In terms of local planning policies, the following are relevant:

- Clause 22.02 – Sunlight to Public Spaces

- Clause 22.05 – Heritage Places Outside the Capital City Zone

- Clause 22.17 – Urban Design Outside the Capital City Zone

- Clause 22.23 – Stormwater Management (WSUD)

The amendment responds to these policies as follows:

- The incorporated document includes a concept plan providing guidance on height;

- Detailed guidance is provided for urban design, heritage and events.

- The Incorporated Document will require a WSUD Report to be prepared.

Does the amendment make proper use of the Victoria Planning Provisions?

The amendment makes proper use of the Victoria Planning Provisions by updating the schedules to Clause 45.12 (Specific Controls Overlay) and 72.04 to include the Incorporated Document in the Melbourne Planning Scheme.

The Specific Controls Overlay was developed as part of the Smart Planning initiative to provide a mapping tool to identify locations where specific planning controls apply.

The use of an Incorporated Document provides for a mechanism to assess future development applications. The Incorporated Document is also available online (through the Melbourne Planning Scheme) to any interested party.

How does the amendment address the views of any relevant agency?

The view of relevant agencies have been sought, including the City of Melbourne, Moreland and Yarra, the Australian Football League.

Does the amendment address relevant requirements of the Transport Integration Act 2010?

The amendment will not result in any significant requirements pursuant to the Transport Integration Act 2010.

Resource and administrative costs

- **What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?**

The new provisions will not have an impact on the resource or administrative costs of the Responsible Authority. It may make the process more efficient as the specific controls enable assessment directly under the provisions of the scheme rather than as an interpretation of lease provisions (or needing regular lease amendments).

The Incorporated Document will also allow for the ongoing use and redevelopment of the Carlton Recreation Ground without unnecessary or inefficient approvals requirements.

Where you may inspect this amendment

Final Discussion Draft

Attachment 2 - Attachment B - Technical Amendment Documents

The amendment is available for public inspection, free of charge, during office hours at the following places:

City of Melbourne, Customer Service Counter, Ground Floor, Melbourne Town Hall Administration Building, 120 Swanston Street, Melbourne.

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.

Final Discussion Draft

Attachment 2 - Attachment B - Technical Amendment Documents

Planning and Environment Act 1987

MELBOURNE PLANNING SCHEME

AMENDMENT C377melb

INSTRUCTION SHEET

The planning authority for this amendment is the Minister for Planning

The Melbourne Planning Scheme is amended as follows:

Planning Scheme Maps

The Planning Scheme Maps are amended by a total of 2 attached maps sheets.

Overlay Maps

1. Amend Planning Scheme Map Nos. 2SCO and 5SCO in the manner shown on attached maps marked "Melbourne Planning Scheme, Amendment C277".

Planning Scheme Ordinance

The Planning Scheme Ordinance is amended as follows:

2. In **Overlays –** Clause 45.12, insert a new Schedule 23 in the form of the attached document.

3. In **Operational Provisions –** Clause 72.04, replace the Schedule with a new Schedule in the form of the attached document

End of document

MELBOURNE PLANNING SCHEME

07/02/2019
C342melb

SCHEDULE TO CLAUSE 45.12 SPECIFIC CONTROLS OVERLAY

1.0
12/12/2019
C352melb

Specific controls

PS Map Ref	Name of incorporated document
SCO1	State Netball and Hockey Centre, Brens Drive, Royal Park, Parkville, May 2000 Incorporated Document (Amended September 2018)
SCO2	University of Melbourne Bio21 Project Parkville, November 2018
SCO3	Melbourne Central redevelopment March 2002 (Amended October 2019)
SCO4	Cliveden Hill Private Hospital, 29 Simpson Street, East Melbourne, July 1999
SCO5	Mirvac, Residential Towers, 236-254 St Kilda Road, Southbank
SCO6	Flinders Gate car park, Melbourne, July 1999
SCO7	Young and Jackson's Hotel, Promotional Panel Sky sign, Melbourne, July 1999
SCO9	Former Herald and Weekly Times building, 46-74 Flinders Street, Melbourne, August 2002
SCO10	The Games Village Project, Parkville, September 2015
SCO11	Advertising Signs - Mercedes-Benz, 135-149 Kings Way, Southbank
SCO12	70 Southbank Blvd, June 2014
SCO13	Shadow Controls, 555 Collins Street, Melbourne, February 2013
SCO15	55 Southbank Boulevard, Southbank, February 2017
SCO20	Illuminated high wall signs - 766 Elizabeth Street, Carlton
SCO21	Former Queen Victoria Hospital Site ~~Open~~
SCO23	Carlton Recreation Ground

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Attachment 2 - Attachment B - Technical Amendment Documents

~~Page 1 of 1~~

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Attachment 2 - Attachment B - Technical Amendment Documents

28/02/2019
C349melb

SCHEDULE TO CLAUSE 72.04 DOCUMENTS INCORPORATED IN THIS PLANNING SCHEME

1.0
14/11/2019
C344melb

Incorporated documents

Name of document	Introduced by:
271 Spring Street, Melbourne, Transitional Arrangements, May 2016	C287
55 Southbank Boulevard, Southbank, February 2017	C288
346-376 Queen Street, 334-346 La Trobe Street and 142-171 A'Beckett Street Open Lot Car Park, Melbourne	NPS1
447 Collins Street, Melbourne, Transitional Arrangements, May 2016	C289
70 Southbank Blvd, June 2014	C239
80 Collins Street Melbourne Development, May 2013	C219
87-127 Queens Bridge Street, Southbank, July 2018	C284
ABC Melbourne New Office and Studio Accommodation Project (Southbank), December 2013	C226
Advertising Signs - Mercedes-Benz, 135-149 Kings Way, Southbank	C103
Arden Macaulay Heritage Review 2012: Statements of Significance June 2016	C207
Big Day Out Music Festival, January 2006	C112
Building Envelope Plan – Replacement Plan No.1, DDO 20 Area 45	NPS1
Carlton Brewery Comprehensive Development Plan October 2007	C126
Carlton Recreation Ground	C377
Central City (Hoddle Grid) Heritage Review: Statements of Significance June 2013	C186(Part 1)
Carlton Connect Initiative Incorporated Document, March 2018	C313
Charles Grimes Bridge Underpass, December 2011	C191
City North Heritage Review 2013: Statements of Significance (Revised June 2015)	C198
Cliveden Hill Private Hospital, 29 Simpson Street, East Melbourne, July 1999	C6
Caulfield Dandenong Rail Upgrade Project, Incorporated Document, April 2016	C349melb
Crown Casino Third Hotel, September 2007	C136
David Jones Melbourne City Store Redevelopment, May 2008	C139
Dynon Port Rail Link Project	C113
Emporium Melbourne Development, July 2009	C148
Federation Arch and Sports and Entertainment Precinct Signs, April 2002	C66
Flinders Gate car park, Melbourne, July 1999	C6
Former Fishmarket Site, Flinders Street Melbourne, September 2002	C68
Former Herald and Weekly Times building, 46-74 Flinders Street, Melbourne, August 2002	C69
Former Olympic Swimming Stadium, Collingwood Football Club signage, April 2004	C91
Former Queen Victoria Hospital Site - Open Lot Car Park, Melbourne	NPS1
Former Southern Cross Hotel site, Melbourne, March 2002	C64
Former Victoria Brewery site, East Melbourne – 'Tribeca' Redevelopment October 2003	C86

Attachment 2 - Attachment B - Technical Amendment Documents

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Attachment 2 - Attachment B - Technical Amendment Documents

MELBOURNE PLANNING SCHEME

Name of document	Introduced by:
Freshwater Place, Southbank, August 2001 (Amended 2012)	C193
Guildford and Hardware Laneways Heritage Study May 2017: Heritage Inventory, November 2018 (Amended May 2019)	C355melb
Guildford and Hardware Laneways Heritage Study May 2017: Statements of Significance, November 2018 (Amended May 2019)	C355melb
Hamer Hall Redevelopment July 2010	C166
Heritage Places Inventory March 2018	C324
High wall signs - 766 Elizabeth Street, Carlton	NPS1
Hilton on the Park Complex Redevelopment, December 2004	C101
Hobsons Road Precinct Incorporated Plan, March 2008	C124
Hoddle Grid Heritage Review: Heritage Inventory, September 2018	C327
Hoddle Grid Heritage Review: Statements of Significance, September 2018	C327
Hospital Emergency Medical Services - Helicopter Flight Path Protection Areas Incorporated Document, June 2017	GC49
Hotham Estate	C134
Incorporated Plan Overlay No. 1 – 236-254 St Kilda Road	NPS1
Judy Lazarus Transition Centre, March 2005	C102
Kensington Heritage Review Statements of Significance, March 2018	C324
M1 Redevelopment Project, October 2006	C120
Major Promotion Signs, December 2008	C147
Melbourne Aquarium Signs, July 2001	C11
Melbourne Central redevelopment, March 2002 (Amended October 2019)	C344melb
Melbourne City Link Project – Advertising Sign Locations, November 2003	VC20
Melbourne Convention Centre Development, Southbank and North Wharf redevelopment, Docklands, April 2006, Amended May 2016	GC44
Melbourne Girls Grammar – Merton Hall Campus Master Plan, June 2002	C22
Melbourne Grammar School Master Plan - Volume One, Senior School South Yarra Campus, Issue Date 14 October 2003.	C90
Melbourne Metro Rail Project Incorporated Document, May 2018	GC82
Melbourne Metro Rail Project – Infrastructure Protection Areas Incorporated Document, December 2016	GC45
Melbourne Park Redevelopment February 2014	C229
Melbourne Planning Scheme Incorporated Plan, June 2016, Melbourne Water Permit Exemptions to the Schedule to Clause 43.01 for the Moonee Ponds Creek (HO1092)	C207
Melbourne Recital Hall and MTC Theatre project , August 2005	C111
Metro Tunnel: Over Site Development– CBD North Incorporated Document, October 2017	C315
Metro Tunnel: Over Site Development– CBD South Incorporated Document, October 2017	C316
Metropolitan Hotel Statement of Significance, June 2018	C326

Attachment 2 - Attachment B - Technical Amendment Documents

MELBOURNE PLANNING SCHEME

Name of document	Introduced by:
Mirvac, Residential Towers, 236-254 St. Kilda Road, Southbank	NPS1
Moonee Ponds Creek Concept Plan	C134
Myer Melbourne Bourke Street store redevelopment, Melbourne, October 2007	C137
North Melbourne Recreation Reserve Signage, 2012	C172
North West Corner of Mark and Melrose Street, North Melbourne	C134
One Queensbridge, 1-29 Queens Bridge Street, Southbank (Crown's Queensbridge Hotel Tower), February 2017	C310
Port Capacity Project, Webb Dock Precinct, Incorporated Document, October 2012 (Amended August 2016)	GC54
Project Core Building, Federation Square, December 2017	C314
Promotional Panel sign, Crown Allotment 21D, Power Street, Southbank, July 1999	C6
Rectangular Pitch Stadium Project: Olympic Park and Gosch's Paddock, Melbourne, August 2007	C130
Regional Rail Link Project Section 1 Incorporated Document, March 2015	GC26
Rialto South Tower Communications Facility Melbourne, November 2002	C57
Royal Melbourne Showgrounds Redevelopment Master Plan – December 2004	C100
Royal Melbourne Showgrounds Redevelopment Project– December 2004	C100
Scots Church Site Redevelopment, Melbourne, May 2013	C202
Shadow Controls, 555 Collins Street, Melbourne, February 2013	C216
Shrine of Remembrance Vista Control April 2014	C220
Simplot Australia head office, Kensington, October 2001	C52
Sky sign - 42 Clarendon Street, South Melbourne	NPS1
Southbank and Fishermans Bend Heritage Inventory, January 2017	C276
Southbank Heritage Review: Statements of Significance, January 2017	C276
Southbank Heritage Inventory, February 2018	C304
Southbank Statements of Significance, February 2018	C304
Spencer Street Station redevelopment, June 2013	C218
Sports and Entertainment Precinct, Melbourne, August 2007	C130
State Coronial Services Centre Redevelopment Project, August 2007	C130
State Netball and Hockey Centre, Brens Drive Royal Park, Parkville, May 2000 (Amended September 2018)	C341
The Games Village Project, Parkville, September 2015	C281
The New Royal Children's Hospital Project, Parkville, October 2007	C128
Tram Route 109 Disability Discrimination Act compliant Platform Tram Stops, August 2007	C130
Tramway Infrastructure Upgrades Incorporated Document, May 2017	GC68
University of Melbourne Bio 21 Project Parkville, November 2018	C342melb
University of Melbourne, University Square Campus, Carlton, November 1999	C17
Victoria Police Precinct, Sky Bridges 263 – 283 Spencer Street and 313 Spencer Street, Docklands Incorporated Document June 2018	C317

Attachment 2 - Attachment B - Technical Amendment Documents

MELBOURNE PLANNING SCHEME

Visy Park Signage, 2012	C172
West Gate Tunnel Project Incorporated Document, December 2017	GC93
Yarra Park Master Plan Implementation September 2010	C158
Young and Jackson's Hotel, Promotional Panel Sky sign, Melbourne, July 1999	C6

Attachment 2 - Attachment B - Technical Amendment Documents



Attachment 3 - Attachment C - Incorporated Document

Carlton Recreation Ground

Incorporated Document
May, 2020

Attachment 3 - Attachment C - Incorporated Document

Incorporated Document pursuant to section 6(2)(j) of the *Planning and Environment Act 1987*

Attachment 3 - Attachment C - Incorporated Document

1. INTRODUCTION

This document is an Incorporated Document in the Melbourne Planning Scheme, pursuant to section 6(2)(j) of the *Planning and Environment Act 1987*.

The Incorporated Document applies to the land known as the Carlton Recreation Ground and identified in the Concept Plan and contained within the following Certificates of Title:

- Allot. 2030 at Carlton, Parish of Jika Jika (known as 400 Royal Parade, Carlton North)
- Allot. 2031 at Carlton, Parish of Jika Jika (known as 400 Royal Parade, Carlton North)
- Part Allot. 2032 at Carlton, Parish of Jika Jika (known as 400 Royal Parade, Carlton North)
- Allot. 1A Sec. 118A at Carlton, Parish of Jika Jika

2. VISION

The land occupied by the Carlton Recreation Ground is an historic meeting place. Before European settlement, the land formed part of a valued meeting place for clans of the Kulin Nation near the Williams Creek tributary. The land formed part of a reserve proclaimed for public leisure in 1854. In 1917 the City of Melbourne was appointed the Committee of Management. Pursuant to The Carlton (Recreation Ground) Land Act 1966, the land could be leased for the purposes of sport or recreation or social or cultural or educational activities or purposes connected therewith including the erection of buildings.

The Carlton Recreation Ground has served as the home of the Carlton Football Club where VFL home and away games were played on a weekly basis for most of last century. It continues to be the home of the Carlton Football Club with a range of training facilities and complementary sports, training, recreation, cultural and education uses.

In its next phase the Carlton Recreation Ground will be encouraged to be further developed to support AFLW games including game day and broadcast facilities and elite integrated training facilities and to provide a home for AFLW where women can meet and compete at the highest level.

Attachment 3 - Attachment C - Incorporated Document

The purpose of this planning control is to support the development and use of the land for the purposes contemplated under the Carlton (Recreation Ground) Land Act 1966 and to provide guidance in the planning scheme for the consideration of specific development proposals.

3. OBJECTIVES

The specific objectives of this Incorporated Document are as follows:

- To support the ongoing development and use of the land for the purposes established under the Carlton (Recreation Ground) Land Act 1966 and as a major sport and recreation facility, events venue, education centre, including associated ancillary temporary and permanent activities and uses.
- To support the use of the land as a home for AFLW games and as a focal point for the development and growth of women in sport.

4. CONTROL

Despite any provision in the Melbourne Planning Scheme, the land identified in this document may continue to be used and developed in accordance with the specific controls contained in this document.

The controls in this document prevail over any contrary or inconsistent provision in the Melbourne Planning Scheme.

Despite any provision to the contrary or any inconsistent provision in the Melbourne Planning Scheme, no planning permit is required for, and no provision in the Planning Scheme operates to prohibit or restrict, the ongoing use and development of the land in accordance with this Incorporated Document except as provided for in this Document.

5. USE AND DEVELOPMENT

A permit is not required for use and development for the purposes of sport or recreation or social or cultural or educational activities or the erection of buildings connected therewith provided the use or development is within the lease area under the Carlton (Recreation Ground) Land Act 1966 or with the written consent of the Public Land Manager, subject to any conditions specified in this document.

6. BUILDINGS AND WORKS

Attachment 3 - Attachment C - Incorporated Document

Except with a planning permit buildings and works must be generally in accordance with the building envelope shown on the Concept Plan and undertaken subject to the conditions set out in this Incorporated Document. For avoidance of doubt, this includes demolition, temporary buildings and works, grounds keeping, excavation, maintenance works and site preparation works.

When considering whether to approve plans the Responsible Authority shall consider the following built form guidelines as appropriate:

Building materials, park values and public safety

- Ensure that new development considers the setting of Princes Park and acknowledges the social, cultural, recreational and ecological values of the surrounding parkland.
- External facades presenting to Princes Park and surrounding area should incorporate a high quality architectural design and materials.
- External materials and finishes should be complementary to the existing stadium and the park setting.
- A high level of public safety, surveillance and lighting should be incorporated in the planning of the site and surrounds.
- Landscaping of open space areas adjacent to the stadium.

Pedestrian and bicycle access and circulation

- Encourage direct and clear pedestrian and bicycle connectivity that provides a safe and secure environment for users within the site, as well as travelling to and from the site and the users of Princes Park.
- Ensure there are adequate bicycle parking and end of trip facilities for staff, athletes and spectators.

Car parking

- Ensure that the location and design of any parking supports the landscape character of Princes Park.
- Ensure that any car parking spaces are designed to enable easy, safe and efficient use.

Wayfinding

- Ensure new or updated wayfinding includes lighting, signage and landscaping to provide a safe, secure and easy-to-navigate environment for users of the stadium.

Overshadowing

- Buildings and works not generally in accordance with the building envelope as shown in the Concept Plan should not increase shadows between 11am and 2pm at the equinox in a manner that is detrimental to the amenity of the area.

Lighting

- Ensure that lighting is baffled to minimise light spill beyond the stadium, is energy efficient, and is managed in accordance with an approved Broadcast Lighting Management Plan.

Signage

- Ensure that signage visible from outside the stadium is designed to consider the character of Princes Park.
- Signage visible from outside the stadium should fit within architectural forms and be integrated with the design of the building.
- Discourage signage visible from outside of the stadium that is not directly associated with the activities on the land.

7. CONDITIONS

7.1 Buildings and Works

Buildings and works must not commence until plans have been approved by the Responsible Authority under this clause. The plans must be fully dimensioned and drawn to scale, and must show the following matters as appropriate to the application and to the satisfaction of the Responsible Authority:

(a) A design statement considering and responding to the built form guidelines contained in clause 6.

(b) Floor plans and elevations.

(c) Demonstration of compliance with Clause 5 within this document.

Attachment 3 - Attachment C - Incorporated Document

(d) A schedule of works including any changes to gross floor area or seating capacity.

(e) Details of the design and treatment of any works visible from areas external to the stadium.

(f) Elevations detailing how signage visible outside the stadium is integrated into the design.

(g) Overshadowing drawings detailing the overshadowing as cast by any works (excluding the light towers) outside the stadium at the September equinox between 11am and 2pm).

(h) Bicycle facilities provided on or near the stadium.

(i) Any necessary new works or repairs to adjacent car parking areas and accessways.

(j) A staging plan, if the works are intended to be staged.

(k) A **Construction Management Plan (CMP)** prepared by a suitably qualified professional including the following information:

  (i) public safety, amenity and site security.

  (ii) operating hours, noise and vibration controls.

  (iii) air and dust management.

  (iv) stormwater and sediment control.

  (v) waste and materials reuse.

  (vi) traffic management.

(l) A **Waste Management Plan** prepared by a suitably qualified professional addressing waste storage and collection arrangements.

(m) A **Heritage Impact Statement** prepared by a suitably qualified professional if the proposed works impact upon the identified heritage place.

Attachment 3 - Attachment C - Incorporated Document

(n) A **Landscape Plan** prepared by a suitably qualified landscape architect including the following information:

(i) Consideration and a response to the objectives and guidelines contained in clause 6 of this document.

(ii) Any landscaping or trees to be removed.

(iii) A schedule of all soft and hard landscaping treatments.

(iv) A planting schedule of all proposed trees, shrubs and ground covers, including botanical names, common names, pot sizes, sizes at maturity, and quantities of each plant.

(v) Details of the ongoing maintenance and monitoring procedures to ensure the ongoing health of landscaping.

(vi) Any landscaping or works outside the stadium area to be carried out for or on behalf of the public land manager.

(o) An **Environmentally Sustainable Design (ESD) and Water Sensitive Urban Design (WSUD) Statement** prepared by a suitably qualified professional approved by the Responsible Authority. The ESD / WSUD Statement(s) must consider and respond to the policy objectives of clause 22.19, clause 22.23 and clause 53.18 of the Melbourne Planning Scheme.

(p) A **Traffic and Car Parking Assessment** prepared by a suitably qualified professional approved by the Responsible Authority. The Traffic and Car Parking Assessment must consider any changes to existing accessways, proposed car spaces and accessways and outline any car park management measures and green travel initiatives. In deciding whether to approve the Traffic and Car Parking Assessment, the Responsible Authority must consult with VicRoads in relation to any changes to vehicle crossovers to Royal Parade.

7.2 Broadcast Lighting Management Plan

Prior to the operation of broadcast lighting the on the land a **Broadcast Lighting Management Plan (BLMP)** must be approved by the Responsible Authority. For the purposes of this control, broadcast lighting is lighting displayed at sufficient lux to support television broadcast. The BLMP must address the following matters to the satisfaction of the Responsible Authority:

(a) The maximum number of days per annum that broadcast lighting may be operated on the land.

Except with the written consent of the Responsible Authority, the BLMP may not authorise broadcast lighting to be operated on the land on more than 12 occasions in any one calendar year.

Attachment 3 - Attachment C - Incorporated Document

(b) Except with the written consent of the Responsible Authority, Broadcast Lighting may not be operated later than 11pm on any day.

(c) A maintenance schedule.

7.3 Event Management Plan

Prior to any non-football event occurring on the land, an **Event Management Plan** must be approved by the Responsible Authority. For the purposes of this control, a non-football event is considered an event with over 7,500 people in attendance. The Event Management Plan shall include the following matters to the satisfaction of the Responsible Authority:

(a) Patron management plan for night events.

(b) Expected maximum patron numbers for events.

(c) Car parking and access management.

(d) Public surveillance and safety.

(e) Details of any temporary structures or activities around the stadium.

(f) Noise Management Plan for live and recorded music.

7.4 General Conditions

(a) The development and layout of the land must be in accordance with the plans approved under this clause except with the written approval of the Responsible Authority.

(b) Plans approved under this clause may be amended to the satisfaction of the Responsible Authority.

(c) The car park and accessways must be maintained to the satisfaction of the Responsible Authority.

(d) All buildings and works must be maintained in good order and appearance to the satisfaction of the Responsible Authority.

8. DECISION GUIDELINES

Attachment 3 - Attachment C - Incorporated Document

Before deciding whether to approve plans submitted under clause 7, the Responsible Authority must consider as appropriate the built form guidelines at clause 6 as appropriate.

EXPIRY DATES

The display of advertising signs, as approved by this Incorporated Document, may continue until either:

- The occupation of the Carlton Recreation Ground ceases by the Carlton Football Club; or
- The lease of the Carlton Recreation Ground expires.

The control contained in this Incorporated Document, as it relates to development of land, expires if:

- The development is not started within three years of the approval date of the Incorporated Document; or
- The development is not completed within three years of the date of commencement of works.

The control contained in this Incorporated Document, as it relates to use of land, continues until either:

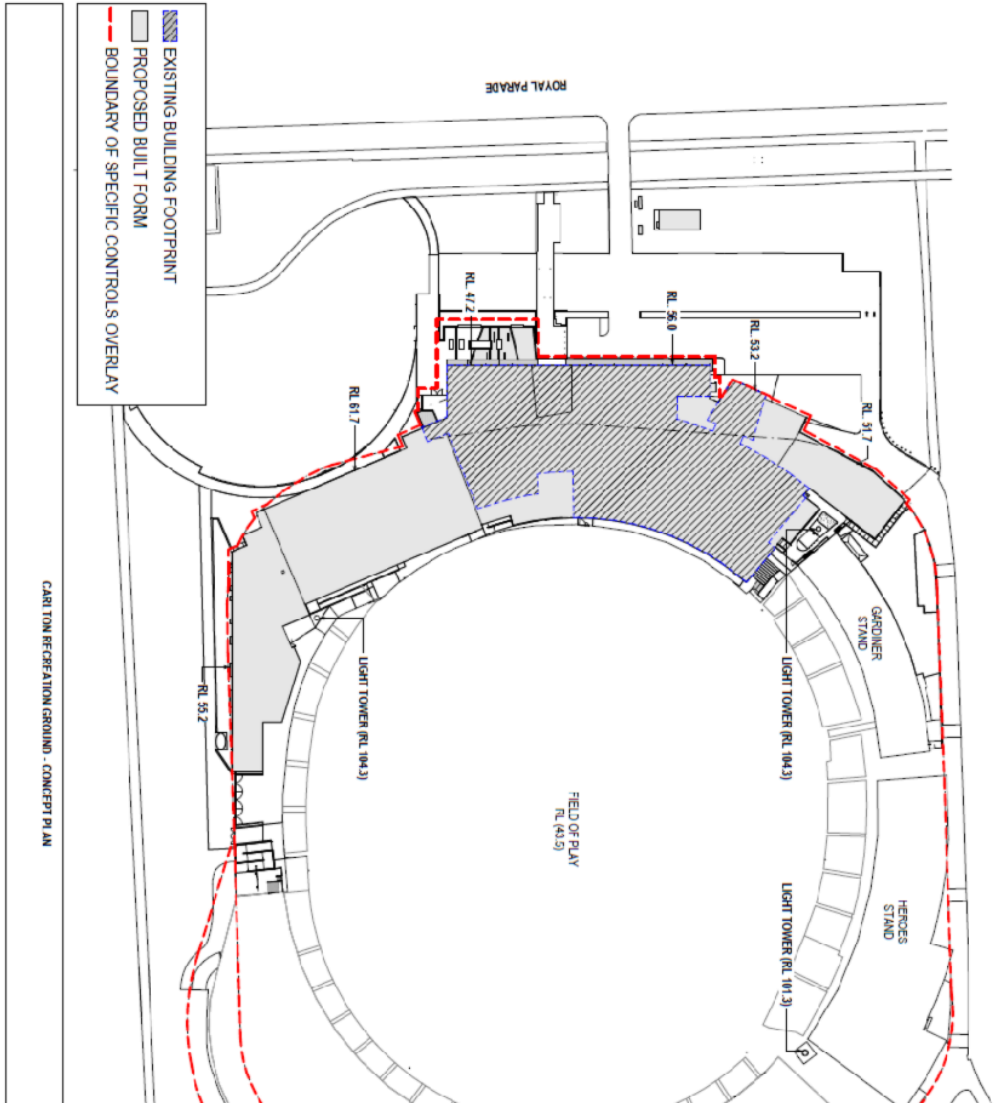
- The occupation of the Carlton Recreation Ground ceases by the Carlton Football Club; or
- The lease of the Carlton Recreation Ground expires.

The Responsible Authority may extend the periods referred to if a request is made in writing before the expiry date or within six months afterwards.

Attachment 3 - Attachment C - Incorporated Document

CONCEPT PLAN

Attachment 3 - Attachment C - Incorporated Document



Attachment 4 - Attachment D - Consultation Report by Proponent

Date
15 May 2020
To
The Honourable Richard Wynne
Minister for Planning
Sent
Via Email: stephen.leitch@delwp.vic.gov.au

Dear Stephen,

Planning Scheme Amendment C377melb

Consultation Report

We continue to act on behalf of the Carlton Football Club, and on behalf of our clients please see below details of the consultation that has occurred with the Amendment to date.

First Phase – Draft Amendment included approval of buildings and works

In its original iteration, the proposed Amendment included detailed plans for the approval of development and buildings and works, which included:

- Demolition of the Pratt Stand, and other buildings
- Indoor training facility (including aquatic facility)
- Allied health areas
- New administration areas
- New game day facilities
- Basement car parking
- Light towers

Underpinning these works was the ambition to for the stadium to be further developed to support AFLW matches, integrated training facilities and to provide a home for the AFLW.

The first phase of the Amendment and concept plans were the subject of meetings with various agencies, including the following:

- 9 August 2019, 30 September 2019 and 10 October 2019 – City of Melbourne
- 14 August 2019 and 12 September 2019 – DELWP
- 19 September 2019 – City of Moreland
- 30 September 2019 – City of Yarra

The outcome of the meetings with the various Councils was generally positive. A short summary of feedback is set out here:

- All three Council's and DELWP indicated their support of the project and the project objectives, particularly the improvements associated with women's football.
- The City of Moreland were appreciative of the project team consulting with them and advised that formal notification of its residents would not be required given the distance of the stadium from its municipal boundary.
- The City of Yarra outlined that traffic / car parking and broadcast lighting would need to be appropriately managed.

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ACN 068 152 714

It should also be noted the City of Melbourne are active members of the Project Working Group (PWG) and the Project Control Group (PCG).

There were also media releases supported by announcements of government funding, including:

- The Honourable Daniel Andrews, Premier of Victoria, on 13 April 2018 – *'Record investment in women's and community sport'*
- The Honourable Josh Frydenberg, Treasurer of the Commonwealth of Australia (joint media release with the Honourable Bridget McKenzie and Kelly O'Dwyer), on 10 February 2019 – *'Victoria's home of AFLW ready for redevelopment'*

Second Phase – Amendment does not include approval of buildings and works

In late 2019, the proposed Amendment was modified to no longer include approval of the proposed buildings and works. Instead, Amendment C377 now proposes to introduce site specific planning controls for the Carlton Recreation Ground to provide planning scheme controls and guidance for development to be approved by the City of Melbourne as the Responsible Authority.

The Amendment includes:

- Use controls consistent with the uses contemplated in the Carlton (Recreation Ground) Land Act 1966
- A concept plan showing building heights with which development must be in general accordance without a planning permit (the heights are marginally above existing building heights and would include roof plant and equipment)
- Requirements for a Broadcast Lighting Management Plan, and other plans for development and use
- Location of light towers

The controls have been the subject of several meetings with DELWP and the City of Melbourne as Responsible Authority, including the following:

- 12 February 2020 – DELWP, City of Melbourne, Moreland and Yarra
- 4 March 2020 – DELWP and City of Melbourne
- 3 April 2020 – DELWP, including a representative from DELWP's Land Policy team
- 29 April 2020 – DELWP and the City of Melbourne

There has also been consultation with the following agencies:

- State Revenue Office
- Victorian Minister for Sport
- Australian Institute of Sport
- Sports Australia
- The Australian Football League

Community Consultation

As part of ongoing consultation with the City of Melbourne, Moreland, Yarra and DELWP it was determined that the Carlton Football Club undertake community consultation sessions. Subsequent to this, the City of Melbourne and Yarra identified which properties that they sought the Carlton Football Club consult.

As part of this process, the City of Melbourne and Yarra were unable to provided owner/occupier details of its residents and therefore a letter drop was undertaken on 12 March 2020.

Attachment 4 - Attachment D - Consultation Report by Proponent

The letter drop included a brief outline of the project, an invitation to the community consultation sessions to occur at the Club on 18 March 2020 and 22 March 2022, and a contact email address for any questions or queries associated with the project.

As a result of the letter drop, there was 12 RSVP's to the community consultation sessions.

However, due to the outbreak of COVID-19 the community consultation sessions were cancelled on 17 March 2020.

The letter drop and properties identified for the letter drop is included within the appendix material.

Development Plans

Once the Amendment is approved, the Carlton Football Club will be required to lodge plans (and associated consultant reports) for approval with the City of Melbourne. Any further liaison and consultation could occur in the context of these applications after consideration by the City of Melbourne, which is both Responsible Authority and committee of management. It is to be noted that the use and development of the land for the purposes set out in the Amendment is already supported by Parliament under existing legislation, being the Carlton (Recreation Ground) Land Act 1966.

Summary

Given the nature of Amendment C377melb as now proposed and the provisions of the Carlton (Recreation Ground) Land Act 1966, it is submitted that there has been adequate consultation to inform a decision under s20(4) of the Planning and Environment Act 1987 given the Amendment introduces planning controls, and does not approve detailed development plans.

If you have any questions or queries, please do not hesitate to contact Michael Henderson at mhenderson@contour.net.au or 0431 263 663.

Yours sincerely,



Michael Henderson
Associate

Attachment 4 - Attachment D - Consultation Report by Proponent

Appendix 1
Community Consultation Letter Drop

Thursday 12 March 2020

Invitation to Community Consultation Ikon Park Redevelopment Proposal

Dear owner/occupier,

On behalf of the Carlton Football Club and as a member of the local Carlton community, I am writing to inform you of the proposed upgrade of Ikon Park to improve it as a facility for elite training and in keeping with its establishing role as the home for womens' football. You are also invited to attend one of our upcoming information sessions.

Ikon Park has been a constant fixture within the Carlton landscape for over 100 years. First used in 1897, the venue was the Club's home ground until 2005. It wasn't until 12 years later, in 2017, that the AFLW competition was introduced. It is etched in history that Ikon Park hosted the inaugural AFLW game in front of a capacity crowd. With many significant milestones since, the venue has cemented itself as the home of women's football.

The Carlton Football Club is now working towards the redevelopment of Ikon Park to ensure female athletes receive equal training facilities and access as the men's team. It is also intended to improve the stadium area for spectators and users and to upgrade the presentation of the venue to the park and surrounds.

A concept plan has been developed with a vision to create an environment where both female and male athletes, support staff and coaches will have the opportunity to reach their full potential, while improving public broadcasting to reach and inspire females across the country.

The redevelopment is a joint initiative between the Carlton Football Club, the Australian Government, Victorian Government, and AFL supporting broader community policies to improve diversity, education, health and well-being, equality, inclusion and safety.

The Carlton Football Club has worked closely with the City of Melbourne during the concept and design phase of the project, with a focus on utilising existing areas and improving connections between Ikon Park and Princes Park. As neighbouring councils, the Yarra and Moreland councils have also been made aware of the proposed concept plan.

The proposed works will occur largely on the western and southern sides of Ikon Park, within the area currently occupied by the Carlton Football Club administration building fronting Royal Parade and the Richard Pratt Grandstand area.

The Project will seek to deliver:

- High performance training facilities designed and combined for both female and male players.
- Upgraded AFLW match day facilities, with improved broadcast lighting solutions designed to best practice.
- Sustainability improvements, including rainwater harvesting and solar panel installations.
- Improved amenity, safety and security for all AFL and AFLW players, staff, spectators and users of Princes Park.

Attachment 4 - Attachment D - Consultation Report by Proponent

- A proposed secure car park solution within the Club for male and female player access.
- Improved landscaping and connections between Ikon Park and Princes Park.

Early community consultation is a key step for the redevelopment and will help to inform the design and delivery. The Carlton Football Club invite you to attend an information session where you will have the opportunity to ask questions and provide feedback regarding the concept plan. There will be two information sessions held at **Ikon Park** during the following dates and times –

- **Wednesday 18 March 2.00pm – 4.00pm**
- **Sunday 22 March 11.00am – 1.00pm**

To register your attendance for one of these information sessions please use the following address – http://bit.ly/registerikonpark (please note these information sessions are only for local residents and community groups as part of the relevant planning process)

If you cannot attend the information session, please feel free to send your questions to ikonparkredevelopment@carltonfc.com.au by **Sunday 5 April 2020.**

Following this, the Carlton Football Club will collate and review all submissions received before finalising an application to the Minister for Planning to amend the Melbourne Planning Scheme.

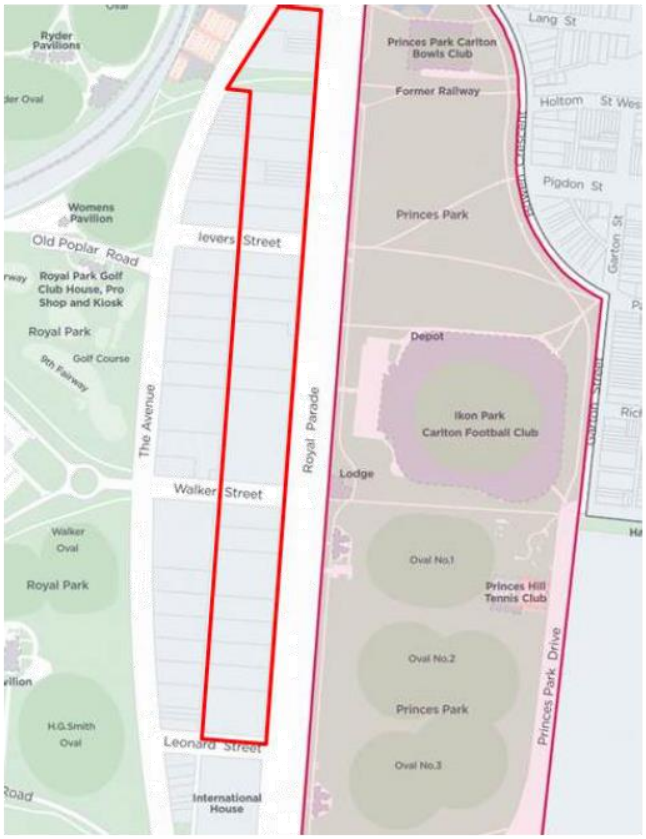
We look forward to seeing you soon.

Kind Regards,

Tim Kalkman – Project Director

Attachment 4 - Attachment D - Consultation Report by Proponent

Appendix 2
Extent of properties letter dropped in red as instructed by the City of Melbourne



Attachment 4 - Attachment D - Consultation Report by Proponent

Appendix 3
Extent of properties letter dropped in blue as instructed by the City of Yarra



11.6 Governance Rules

Reference: D20/129744
Authoriser: Group Manager Chief Executive's Office

Purpose

1. To establish an effective meeting procedure and respond to the enactment of the Local Government Act 2020 ("2020 Act") and the repeal of sections of the Local Government Act 1989 ("1989 Act") by:
   (a) adopting and implementing the Governance Rules as required under section 60 of the 2020 Act; and
   (b) Updating and adopting the Council Meetings Operations Policy to support the implementation of the Governance Rules.

Background

2. On 24 March 2020, the *Local Government Act* 2020 received Royal Assent, marking the end of a reform process that has taken place over the past three years.
3. One feature of the Act is that implementation will take place progressively, with a number of milestones triggering specific provisions of the 2020 Act, while simultaneously rescinding the equivalent provisions of the 1989 Act.
4. On 6 April 2020, Stage 1 took effect, which included:
   (a) new definitions of 'confidential information' for Council reports (narrower definitions);
   (b) new provisions for the closure of meetings to the public (can be closed where people are disrupting the meeting); and
   (c) completely restructured electoral provisions (requiring postal votes, compulsory voting for over 70s and the eventual move to single member wards).
5. On 1 May 2020, Stage 2 took effect, and requires the delivery of a number of specific matters on or before 1 September 2020:
   (a) Governance Rules;
   (b) Expenses Policy;
   (c) Delegated Committees;
   (d) Asset Committees;
   (e) Audit and Risk Committee Charter; and
   (f) Public Transparency Policy.
6. This report responds to point (a) above and presents a draft set of Governance Rules and accompanying Council Meetings Operations Policy that have already been subject to consultation and period of public exhibition and recommends that Council adopt these documents subject to a number of further changes set out in this report.

<u>Governance Rules</u>

7. The Draft Governance Rules presented to Council on 21 July 2020 were developed based on a template provided by Council's solicitors. Following adoption, the proposed Governance Rules were placed on public exhibition as well as being subject to further internal review.
8. No public submissions in relation to the Proposed Governance Rules had been received when submissions closed on 7 August 2020, so the changes proposed in this report are those arising from the internal review. These changes are shown in the marked up version of the Governance Rules that can be found at **Attachment One**.

9. The changes arising from the further internal review that are recommended for inclusion are the following clauses of Chapter Two (Council Meetings):

   (a) Clause 31.2 - make it clear that any number of meeting extensions are permitted, provided each one is no longer than 30 minutes;

   (b) Clause 14.1 – include a requirement that the CEO must consult the Mayor before cancelling a meeting (where practicable);

   (c) Clause 22.1 – rewording to simplify the structure of the clause and remove the requirement for the Chair to use specific wording;

   (d) Clause 23.2 and 27.2 – rewording to match the current local law provisions that a right of reply is not permitted for an amendment of where a motion has been formally amended;

   (e) Clause 28 – simplification of wording regarding foreshadowing of motions;

   (f) Clause 35.3 – removal of a provision from the Solicitor's template which was erroneously included as it is only applicable when the rules are in the form of a Local Law with enforceable penalties;

   (g) Clause 38.1 & 23.2 – clarification that questions can be asked at any time, except after the mover has exercised a right of reply;

   (h) Clause 40.1 – simplification of wording;

   (i) Clause 44 – removal of clause (which does not appear in the current local law) as it reduces the flexibility for Council to determine the way to address policy change by resolution;

   (j) Clause 57.1 – replacement with new wording modelled on the current practice and removal of the provisions which imposed different procedures for a vote to endorse the minutes and an unnecessarily prescriptive process; and

   (k) Removal of a number of gender specific terms throughout the rules.

Council Meetings Operations Policy

10. The Draft Council Meetings Operations Policy at **Attachment Two** has been developed following a review of the existing policy adopted by Council in September 2019 which set out, for the first time, the processes for public question time, public submissions, live streaming and publication of certain matters on Council's website.

11. The review was limited to making only those changes necessary to ensure compliance with the Local Government Act 2020 and the Draft Governance Rules. The proposed changes were limited to:

   (a) adjusting references to section 223 of the Local Government Act 1989 to also include references to consultations conducted under our soon to be adopted Community Engagement Policy;

   (b) incorporating processes for the receipt of petitions in the policy, rather than a standalone procedure;

   (c) removing references to "Special Meetings" (which have not been carried over to the 2020 Act);

   (d) removing provisions for the conclusion of meetings at 11.00pm which are intended to be included in the Governance Rules; and

   (e) updating references to the 1989 Act to the equivalent provisions in the 2020 Act throughout.

12. No further changes are recommended as a result of the public exhibition period and the policy is now presented for adoption.

External Consultation

13. Council's solicitors have provided significant advice in the development of the original draft Governance Rules and provided a template upon which our (and much of the Victorian Local Government sector's) rules are based. Further advice was provided in respect of the changes proposed in this report.

14. Following Council's endorsement of the proposed rules on 21 July 2020, they were placed on exhibition via the YourSayYarra page from 22 July to 9 August 2020. During the exhibition period, the community were alerted to the opportunity to provide feedback via Council's website, the YourSayYarra portal and Council's social media channels.

15. During the period of public exhibition, there were 226 visits to the YourSayYarra page. No submissions were received when the page closed on Monday 10 August 2020.

Internal Consultation (One Yarra)

16. Internal consultation has taken place primarily at the Executive level, including a discussion at the Executive Team Meeting on 15 June and 13 July 2020 and the facilitation of a Governance Workshop with Councillors on 13 July 2020.

17. A number of specific consultations have taken place internally with subject matter experts.

Financial Implications

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

Economic Implications

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

Sustainability Implications

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

Climate Emergency Implications

21. There are no climate emergency implications arising from this report.

Social Implications

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

Human Rights Implications

23. The Governance Rules contain a specific provision at Chapter 1, Clause 6 which encapsulates the principles of procedural fairness in decision-making.

24. In the development of the meeting procedure, care has been taken to ensure the rights of persons (including Councillors) to participate in civic life are not infringed. Particular care has been taken in those areas where some limitations are proposed, vis:

    (a) Chapter 2, Clause 20.1 and 66.1.1 – power to refuse to accept certain motions;

    (b) Chapter 2, Clause 35.2 – power to direct that a Councillor may not speak further;

    (c) Chapter 2, Clause 48.4 – power to limit question time or public submissions;

    (d) Chapter 2, Clause 63.1 – power to close a meeting to the public;

    (e) Chapter 2, Clause 64.1 – power adjourn a disorderly meeting;

    (f) Chapter 2, Clause 65.1 – power to direct that a person be removed from a meeting;

    (g) Chapter 2, Clause 66.1.2 – power to call a person to order;

    (h) Chapter 4, Clause 2.3, 3.3 and 4.1.2 – obligation to leave a meeting while a matter in which a person has a conflict of interest is dealt with;

    (i) Chapter 6, Clause 5.2 – limitation on the ability to participate in certain political activity; and

(j) Chapter 6, Clause 11.1 – limitation on conduct at Council meetings during the election period.

In all cases, these limitations have been assessed as necessary and proportionate and on this basis it has been determined that the proposed Governance Rules do not unreasonably interfere with a person's human rights.

Communications with CALD Communities Implications

25. No targeted communication with CALD communities was conducted in the consideration of the Governance Rules, although the YourSayYarra page contains relevant multilingual messaging and access to translation services.

Council Plan, Strategy and Policy Implications

26. As part of *Objective 7: A leading Yarra*, the City of Yarra Council Plan 2017-2021 contains the strategy "*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*". The review of the policies set out in this report has given effect to this strategy by seeking to enliven the governance principles (and in particular the public transparency principles) set out in the 2020 Act.

Legal Implications

27. With the change from the 1989 Act to the 2020 Act, it is necessary for Council to comply with a number of legislative requirements in accordance with a progressive program of implementation timeframes. Council officer have established an inter-departmental working group to continue to monitor the progress of the implementation program to ensure that Council meets its legislative responsibilities in this regard.

28. The adoption of the Governance Rules (and other measures presented to this same meeting) brings Council up to date with its legislative obligations, with the next matters to be presented to Council being the Audit and Risk Committee Charter on 1 September 2020 and the Councillor Gift Policy on 15 September 2020.

Other Issues

29. There are no other issues identified in the development of this report.

Options

30. There are no alternative options presented in this report.

31. It is open to Council to alter any of the attached policies by alternative resolution.

Conclusion

32. It is recommended that Council adopt the Governance Rules and the Council Meetings Operations Policy presented as attachments to this report.

RECOMMENDATION

1. That Council:

   (a) adopt the Governance Rules at **Attachment One** (following incorporation of the mark-ups as proposed); and

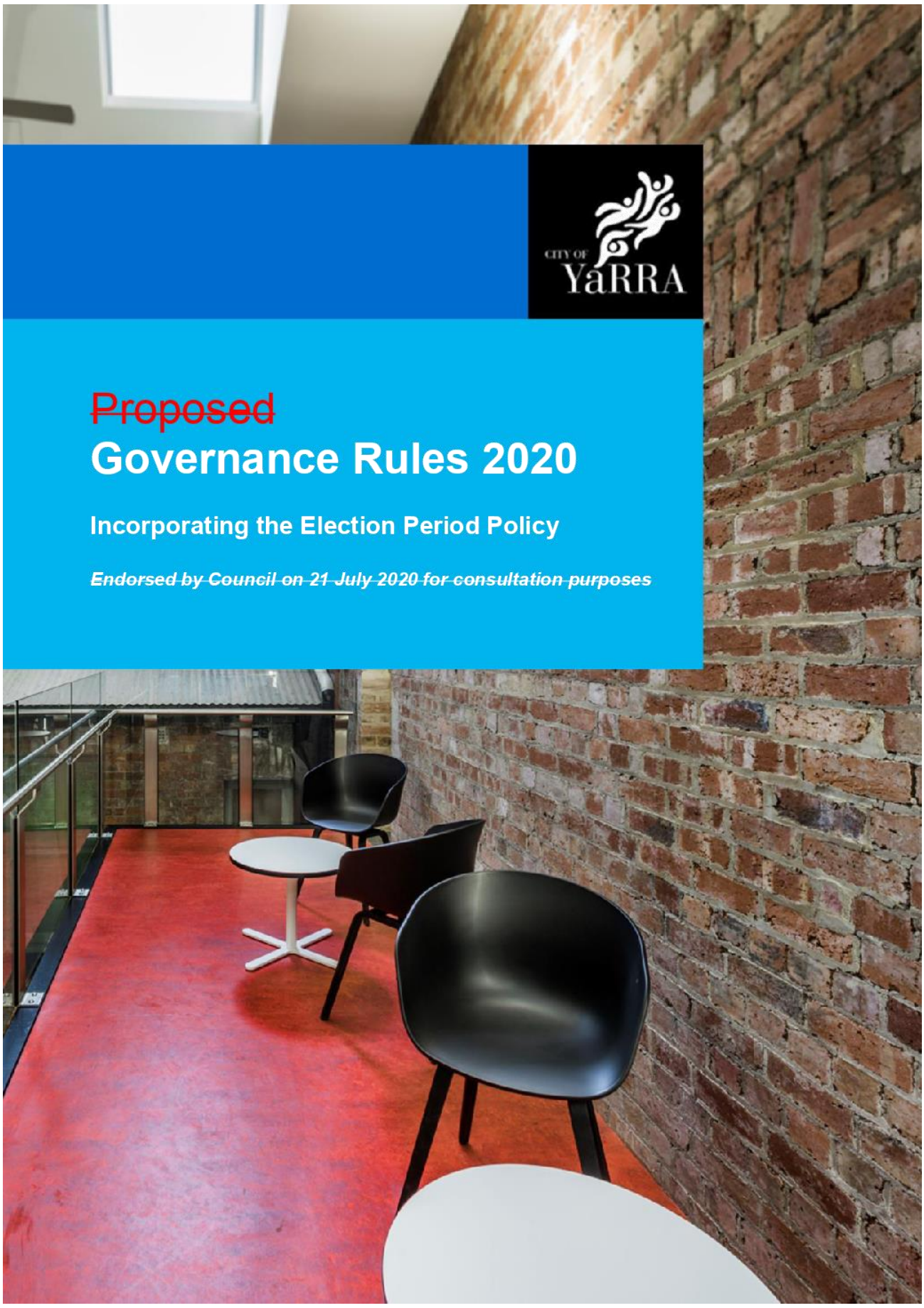
   (b) adopt the Council Meetings Operations Policy at **Attachment Two**.

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TITLE: **Senior Governance Advisor**
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Attachments

1⇩ Governance Rules (including Election Period Policy)
2⇩ Council Meetings Operations Policy

Attachment 1 - Governance Rules (including Election Period Policy)



Attachment 1 - Governance Rules (including Election Period Policy)

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Title	**Governance Rules 2020**
Description	This policy constitutes the Governance Rules required by section 60 of the Local Government Act 2020 and is to be read in addition to the requirements of that Act.
Category	Governance
Type	Policy
Approval authority	Council
Responsible officer	Senior Governance Advisor
Approval date	18 August 2020
Review cycle	Every ten years
Review date	18 August 2030
Document Reference	tba
Human Rights compatibility	This policy has been assessed and is compatible with the Victorian Charter of Human Rights and Responsibilities

Contents

CHAPTER ONE - INTRODUCTION

PART A - PRELIMINARY 7

1. Nature of Rules 7
2. Date of Commencement 7
3. Contents 7
4. Definitions 7
5. Context 8
6. Decision Making 8

CHAPTER TWO - COUNCIL MEETINGS

PART A – ELECTION OF MAYOR 9

1. Election of the Mayor 9
2. Method of Voting 9
3. Determining the election of the Mayor 9
4. Election of Deputy Mayor and Chairs of Delegated Committees 10
5. Appointment of Acting Mayor 10

PART B – MEETINGS PROCEDURE 11

Division 1 – Notices of Meetings and Delivery of Agendas 11

6. Dates and Times of Meetings Fixed by Council 11
7. Council May Alter Meeting Dates 11
8. Meetings Not Fixed by Council 11
9. Notice Of Meeting 11

Division 2 – Quorums 11

10. Inability To Obtain A Quorum 11
11. Inability To Maintain A Quorum 11
12. Adjourned Meetings 12
13. Time limits for Meetings 12
14. Cancellation or Postponement of a Meeting 12

Division 3 – Business of Meetings 12

15. Agenda and the Order Of Business 12
16. Change To Order Of Business 12
17. Urgent Business 12

Division 4 – Motions and Debate 12

18. Councillors May Propose Notices Of Motion 12
19. Notice Of Motion 12
20. Chair's Duty 13
21. Introducing a Report 13
22. Introducing A Motion or an Amendment 13
23. Right Of Reply 14

DRAFT

24. Moving An Amendment 14
25. Who May Propose An Amendment 14
26. How Many Amendments May Be Proposed 14
27. An Amendment Once Carried 14
28. Foreshadowing Motions 14
29. Withdrawal Of Motions 15
30. Separation Of Motions 15
31. Chair May Separate Motions 15
32. Priority of address 15
33. Motions In Writing 15
34. Repeating Motion and/or Amendment 15
35. Debate Must Be Relevant To The Motion 15
36. Speaking Times 15
37. Addressing the Meeting 15
38. Right to Ask Questions 16

Division 5 – Procedural Motions 16
39. Procedural Motions 16

Division 6 – Rescission Motions 17
40. Notice of Rescission 17
41. If Lost 18
42. If Not Moved 18
43. May Be Moved By Any Councillor 18
44. When Not Required 18

Division 7 – Points of Order 18
45. Chair To Decide 18
46. Chair May Adjourn To Consider 18
47. Procedure For Point Of Order 18
48. Valid Points Of Order ..... 18~~19~~

Division 8 – Public Question Time and Public Submissions 19
49. Question Time 19

Division 9 – Petitions and Joint Letters 19
50. Petitions and Joint Letters 19

Division 10 – Voting 20
51. How Motion Determined 20
52. Silence 20
53. Recount 20
54. Casting Vote 20
55. By Show Of Hands 20
56. Procedure For A Division 20
57. No Discussion Once Declared 20

Division 11 – Minutes 21
58. Confirmation of Minutes 21
59. No Debate on Confirmation Of Minutes 22
60. Deferral Of Confirmation Of Minutes 22

DRAFT

61. Form and Availability of Minutes 22
Division 12 – Behaviour 23
62. Public Addressing The Meeting 23
63. Chair May Remove 23
64. Chair may close a meeting 23
65. Chair may adjourn a meeting 23
66. Removal from Chamber 23
Division 13 – Additional Duties of *Chair* 23
67. The Chair's Duties And Discretions 23
Division 14 – Suspension of Standing Orders 24
68. Suspension of Standing Orders 24
Division 15 – Miscellaneous 24
69. Meetings Conducted Remotely 24
70. Procedure not provided in this Chapter 24
71. Criticism of members of Council staff 24

CHAPTER THREE - DELEGATED COMMITTEE MEETINGS

1. Meeting Procedure Generally 25
2. Meeting Procedure Can Be Varied 25

CHAPTER FOUR - DISCLOSURE OF CONFLICTS OF INTEREST

1. Introduction 26
2. Disclosure of a Conflict of Interest at a Council Meeting 26
3. Disclosure of Conflict of Interest at a Delegated Committee Meeting 26
4. Disclosure at a Meeting Conducted Under the Auspices of Council 27
5. Disclosure by Members of Council Staff Preparing Reports for Meetings 27
6. Disclosure of Conflict of Interest by Members of Council Staff in the Exercise of Delegated Power 27
7. Disclosure by a Member of Council Staff in the Exercise of a Statutory Function 27
8. Retention of Written Notices 27

CHAPTER FIVE – CONFIDENTIAL INFORMATION

1. Confidential Information 28

CHAPTER SIX – ELECTION PERIOD POLICY

PART A – PRELIMINARY 29
1. Policy objectives 29
2. Definitions 29
PART B – APPLICATION 30
3. Candidates for election 30
4. Other persons 30
5. Application of the Staff Code of Conduct 30

DRAFT

Attachment 1 - Governance Rules (including Election Period Policy)

PART C – POLICY 31
6. Council resources 31
7. Information 31
8. Council publications 32
9. Publicity 32
10. Decisions 32
11. Conduct of Council Meetings 33
12. Events and Functions 33
13. Assistance to Candidates 33

DRAFT

CHAPTER ONE - INTRODUCTION

PART A - PRELIMINARY

1. Nature of Rules

1.1 These are the Governance Rules of **Yarra City** Council, made in accordance with section 60 of the *Local Government Act 2020*.

2. Date of Commencement

2.1 These Governance Rules commence on 1 September 2020.

3. Contents

3.1 These Governance Rules are divided into the following Chapters:

3.1.1 Chapter 1 - Introduction

3.1.2 Chapter 2 - Council Meetings

3.1.3 Chapter 3 - Delegated Committee Meetings

3.1.4 Chapter 4 - Disclosure of Conflicts ~~Of~~ of Interest

3.1.5 Chapter 5 – Confidential Information

3.1.6 Chapter 6 – Election Period Policy

4. Definitions

4.1 In these Governance Rules, unless the context suggests otherwise the following words and phrases mean:

4.1.1 *'Act'* means the *Local Government Act 2020*.

4.1.2 '*agenda*' means the notice of a meeting setting out the business to be transacted at the meeting;

4.1.3 '*Chair*" means the ~~Chairperson~~ chair of a meeting and includes a Councillor who is appointed by resolution to chair a meeting under section 61(3) of the *Act*;

4.1.4 *'Chief Executive Officer'* includes an Acting Chief Executive Officer.

4.1.5 *'confidential information'* has the same meaning as in the *Act*.

4.1.6 *'Council meeting'* has the same meaning as in the *Act*.

4.1.7 *'Council Meetings Operations Policy*' means the policy adopted by Council to guide the operation of certain aspects of Council and committee meetings.

4.1.8 *'Council'* means Yarra City Council.

4.1.9 *'Delegated Committee'* means a Delegated Committee established under section 63 of the *Act* or a Joint Delegated Committee established under section 64 of the *Act*.

4.1.10 '*election day*' has the same meaning as in the *Act*.

4.1.11 '*election period*' has the same meaning as in the *Act*.

4.1.12 '*electoral material*' has the same meaning as in the *Act*.

4.1.13 '*electoral matter*' has the same meaning as in the *Act*.

4.1.14 *'Mayor'* means the Mayor of *Council*.

4.1.15 *'meeting conducted under the auspices of Council'* means a meeting of the kind described in section 131(1) of the Act (whether such a meeting is known as a 'Councillor Briefing' or by some other name), and includes a meeting which:

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(a) is scheduled or planned for the purpose of discussing the business of Council or briefing Councillors;

(b) is attended by a majority of Councillors;

(c) is attended by at least one member of Council staff; and

(d) is not a Council meeting or Delegated Committee meeting.

4.1.16 *'meeting rules'* means the rules for the conduct of Council Meetings set out at Chapter Two of *these Rules*.

4.1.17 *'member of a Delegated Committee'* includes a Councillor.

~~4.1.18 '*minute book*' means the collective record of proceedings of *Council*;~~

4.1.194.1.18 '*municipal district*' means the municipal district of *Council*;

4.1.204.1.19 '*notice of motion'* means a notice setting out the text of a motion, which it is proposed to move at the next relevant meeting;

4.1.214.1.20 '*notice of rescission*' means a *notice of motion* to rescind a resolution made by *Council*; and

4.1.224.1.21 *'these Rules'* means these Governance Rules.

4.1.234.1.22 '*written*' includes duplicated, lithographed, photocopied, printed and typed, and extends to both hard copy and soft copy form, and *writing* has a corresponding meaning.

4.2 Introductions to parts, headings and notes are explanatory notes and do not form part of *these rules*. They are provided to assist understanding.

5. Context

5.1 *These Rules* should be read in the context of and in conjunction with:

5.1.1 the overarching governance principles specified in section 9(2) of the *Act*; and

5.1.2 the *Council Meetings Operations Policy* and any other relevant policies adopted or approved by *Council*.

6. Decision Making

6.1 In any matter in which a decision must be made by *Council* (including persons acting with the delegated authority of *Council*), *Council* must consider the matter and make a decision:

6.1.1 fairly, by giving consideration and making a decision which is balanced, ethical and impartial; and

6.1.2 on the merits, free from favouritism or self-interest and without regard to irrelevant or unauthorised considerations

6.2 *Council* must, when making any decision to which the principles of natural justice apply, adhere to the principles of natural justice (including, without limitation, ensuring that any person whose rights will be directly affected by a decision of *Council* is entitled to communicate their views and have their interests considered).

DRAFT

CHAPTER TWO - COUNCIL MEETINGS

The purpose of this Chapter is to provide for the election of the Mayor and Deputy Mayor, provide for the appointment of any Acting Mayor; and provide for the procedures governing the conduct of Council meetings.

PART A – ELECTION OF MAYOR

This Part is concerned with the annual election of the Mayor. It describes how the Mayor is to be elected.

1. Election of the Mayor

1.1 The *Chief Executive Officer* must facilitate the election of the *Mayor* in accordance with the provisions of the *Act*.

2. Method of Voting

2.1 The election of the *Mayor* must be carried out by a show of hands.

3. Determining the election of the Mayor

3.1 The *Chief Executive Officer* must open the meeting at which the *Mayor* is to be elected, and invite nominations for the office of *Mayor*.

3.2 Any nominations for the office of *Mayor* must be:

3.2.1 moved by a Councillor, and

3.2.2 accepted by the nominee, either in person at the meeting or in writing.

3.3 Once nominations for the office of *Mayor* have been received, the following provisions will govern the election of the *Mayor:*

3.3.1 if there is only one nomination, the candidate nominated must be declared to be duly elected;

3.3.2 if there is more than one nomination, the Councillors present at the meeting must vote for one of the candidates;

3.3.3 in the event of a candidate receiving an absolute majority of the votes, that candidate is declared to have been elected;

3.3.4 in the event that no candidate receives an absolute majority of the votes, and it is not resolved to conduct a new election at a later date and time, the candidate with the fewest number of votes must be declared to be a defeated candidate. The Councillors present at the meeting must then vote for one of the remaining candidates;

3.3.5 if one of the remaining candidates receives an absolute majority of the votes, they are duly elected. If none of the remaining candidates receives an absolute majority of the votes, the process of declaring the candidates with the fewest number of votes a defeated candidate and voting for the remaining candidates must be repeated until one of the candidates receives an absolute majority of the votes. That candidate must then be declared to have been duly elected;

3.3.6 in the event of two or more candidates having an equality of votes and one of them having to be declared a defeated candidate, the declaration will be determined by lot.

3.3.7 if a lot is conducted, the Chief Executive Officer will have the conduct of the lot and the following provisions will apply:

(a) the name of each candidate shall be placed in a receptacle.

(b) the Chief Executive Officer shall draw one name from the receptacle.

(c) the candidate whose name is drawn shall be declared a defeated candidate.

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3.3.8 If there are two candidates remaining and neither of them receives an absolute majority of votes, the election is declared invalid and the Council may resolve to:

(a) conduct a further election immediately; or

(b) conduct the election at a later time or date.

4. Election of Deputy Mayor and Chairs of Delegated Committees

4.1 Any election for:

4.1.1 any office of Deputy Mayor; or

4.1.2 the Chair of a Delegated Committee

4.2 will be regulated by Rules 1 to 3 (inclusive) of this Chapter, as if the reference to the:

4.2.1 Chief Executive Officer is a reference to the Mayor; and

4.2.2 *Mayor* is a reference to the Deputy Mayor or the Chair of the *Delegated Committee* (as the case may be).

5. Appointment of Acting Mayor

5.1 If it becomes required to appoint an Acting Mayor, *Council* can do so by:

5.1.1 resolving that a specified Councillor be so appointed; or

5.1.2 following the procedure set out in Rules 1 to 3 (inclusive) of this Chapter,

5.2 at its discretion.

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PART B – MEETINGS PROCEDURE

This Part is divided into a number of Divisions. Each Division addresses a distinct aspect of the holding of a meeting. Collectively, the Divisions describe how and when a meeting is convened, when and how business may be transacted at a meeting.

Division 1 – Notices of Meetings and Delivery of Agendas

6. Dates and Times of Meetings Fixed by Council

6.1 Subject to Rule 8, *Council* must from time to time fix the date, time and place of all *Council meetings*.

7. Council May Alter Meeting Dates

7.1 *Council* may change the date, time and place of any *Council meeting* which has been fixed by it and must provide reasonable notice of the change to the public.

8. Meetings Not Fixed by Council

8.1 The *Mayor* or at least three Councillors may by a *written* notice call a *Council meeting*.

8.2 The notice must specify the date and time of the *Council meeting* and the business to be transacted.

8.3 The *Chief Executive Officer* must convene the *Council meeting* as specified in the notice.

8.4 Unless all Councillors are present and unanimously agree to deal with any other matter, only the business specified in the written notice can be transacted at the *Council meeting*.

9. Notice Of Meeting

9.1 A notice of meeting, incorporating or accompanied by an *agenda* of the business to be dealt with, must be delivered or sent electronically to every Councillor for all *Council meetings* at least 24 hours before the meeting.

9.2 Notwithstanding sub-Rule 9.1, a notice of meeting need not be delivered or sent electronically to any Councillor who has been granted leave of absence unless the Councillor has requested the *Chief Executive Officer* in *writing* to continue to give notice of any meeting during the period of ~~his or her~~their absence.

9.3 Reasonable notice of each *Council meeting* must be provided to the public. *Council* may do this by publishing details of the meeting on its website as soon as practicable after the meeting has been scheduled.

Division 2 – Quorums

10. Inability To Obtain A Quorum

10.1 If after 30 minutes from the scheduled starting time of any *Council meeting*, a quorum cannot be obtained:

10.1.1 the meeting will be deemed to have lapsed;

10.1.2 the *Mayor* must convene another *Council meeting*, the *agenda* for which will be identical to the *agenda* for the lapsed meeting; and

10.1.3 the *Chief Executive Officer* must give all Councillors *written* notice of the meeting convened by the *Mayor*.

11. Inability To Maintain A Quorum

11.1 If during any *Council meeting*, a quorum cannot be maintained then Rule 10 will apply as if the reference to the meeting is a reference to so much of the meeting as remains.

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11.2 Sub-Rule 11.1 does not apply if the inability to maintain a quorum is because of the number of Councillors who have a conflict of interest in the matter to be considered.

12. Adjourned Meetings

12.1 *Council* may adjourn any meeting to another date, time or place.

12.2 The *Chief Executive Officer* must give *written* notice to each Councillor of the date, time and place to which the meeting stands adjourned and of the business remaining to be considered.

12.3 If it is impracticable for the notice given under sub-Rule 12.2 to be in *writing*, the *Chief Executive Officer* must give notice to each Councillor by telephone or in person.

13. Time limits for Meetings

13.1 A *Council meeting* must not continue after 11.00pm unless a majority of Councillors present vote in favour of it continuing.

13.2 Each continuance can be up to a further 30 minutes, although there is no limit on the number of such continuances permitted. ~~A meeting cannot be continued for more than 30 minutes (or a further 30 minutes, if a majority of Councillors has already voted to continue it for 30 minutes).~~

13.3 In the absence of such continuance, the meeting must stand adjourned to a time, date and place announced by the *Chair* immediately prior to the meeting standing adjourned. In that event, the provisions of sub-Rules 12.2 and 12.3 apply.

14. Cancellation or Postponement of a Meeting

14.1 The *Chief Executive Officer* may, in the case of an emergency necessitating the cancellation or postponement of a *Council meeting*, and after consulting the *Mayor* where practicable, cancel or postpone a *Council meeting*.

Division 3 – Business of Meetings

15. Agenda and the Order Of Business

15.1 The *agenda* for and the order of business for a *Council meeting* is to be determined by the *Chief Executive Officer* so as to facilitate and maintain open, efficient and effective processes of government.

16. Change To Order Of Business

16.1 Once an *agenda* has been sent to Councillors, the order of business for that *Council meeting* may be altered with the consent of *Council*.

17. Urgent Business

17.1 If the *agenda* for a *Council meeting* makes provision for urgent business, business can only be admitted as urgent business if the *Chair* has been given written notice and portent of the proposed matter to be raised and has approved the admittance of the item and only then if it:

17.1.1 relates to or arises out of a matter which has arisen since distribution of the *agenda;* and

17.1.2 cannot safely or conveniently be deferred until the next *Council meeting*.

Division 4 – Motions and Debate

18. Councillors May Propose Notices Of Motion

18.1 Councillors may ensure that an issue is listed on an *agenda* by lodging a *Notice of Motion*.

19. Notice Of Motion

19.1 A notice of motion must be in writing signed by a Councillor, and be lodged with or sent to the Chief Executive Officer five clear days before the scheduled commencement of the meeting.

19.2 The Chief Executive Officer may reject any notice of motion which:

19.2.1 is vague or unclear in intention

19.2.2 it is beyond *Council's* power to pass; or

19.2.3 if passed would result in *Council* otherwise acting invalidly

19.3 but must:

19.3.1 give the Councillor who lodged it an opportunity to amend it prior to rejection, if it is practicable to do so; and

19.3.2 notify in *writing* the Councillor who lodged it of the rejection and reasons for the rejection.

19.4 The full text of any *notice of motion* accepted by the *Chief Executive Officer* must be included in the *agenda*.

19.5 The *Chief Executive Officer* must cause all notices of motion to be dated and numbered in the order in which they were received.

19.6 Except by leave of *Council*, each *notice of motion* before any meeting must be considered in the order in which they were received.

19.7 If a Councillor who has given a *notice of motion* is absent from the meeting or fails to move the motion when called upon by the *Chair*, any other Councillor may move the motion.

19.8 If a *notice of motion* is not moved at the *Council meeting* at which it is listed, it lapses.

20. Chair's Duty

20.1 Any motion which is determined by the *Chair* to be:

20.1.1 defamatory;

20.1.2 objectionable in language or nature;

20.1.3 vague or unclear in intention;

20.1.4 outside the powers of *Council*; or

20.1.5 irrelevant to the item of business on the *agenda* and has not been admitted as urgent, or purports to be an amendment but is not,

must not be accepted by the *Chair*.

21. Introducing a Report

21.1 Before a *written* report is considered by *Council* and any motion moved in relation to such report, a member of Council staff may introduce the report by indicating in not more than two minutes:

21.1.1 its background; or

21.1.2 the reasons for any recommendation which appears.

21.2 Unless *Council* resolves otherwise, a member of Council staff need not read any written report to *Council* in full.

22. Introducing A Motion or an Amendment

22.1 The procedure for moving any motion or amendment is:

22.1.1 the mover must state the motion without speaking to it;

22.1.2 the motion must be seconded and the seconder must be a Councillor other than the mover. If a motion is not seconded, the motion lapses for want of a seconder;

22.1.3 if a motion or an amendment is moved and seconded and no Councillor indicates opposition or a desire to speak to it, the *Chair* may put the motion to the vote without

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discussion.the *Chair* must ask:
"Is the motion or amendment opposed? Does any Councillor wish to speak to the motion or amendment?"

22.1.4 if no Councillor indicates opposition or a desire to speak to it, the *Chair* may put the motion to the vote without discussion;

22.1.522.1.4 if a Councillor indicates opposition or a desire to speak to it, then the *Chair* must call on the mover to address the meeting;

22.2 after the mover has addressed the meeting, the seconder may address the meeting;

22.3 after the seconder has addressed the meeting (or after the mover has addressed the meeting if the seconder does not address the meeting,) the *Chair* must invite debate by calling on any Councillor who wishes to speak to the motion, providing an opportunity to alternate between those wishing to speak against the motion and those wishing to speak for the motion; and

22.4 if, after the mover has addressed the meeting, the *Chair* has invited debate and no Councillor speaks to the motion, then the *Chair* must put the motion to the vote.

23. Right Of Reply

23.1 The mover of a motion, including an amendmentexcept an amendment or a motion that has been amended, has a right of reply to matters raised during debate.

23.2 After the right of reply has been taken but subject to any Councillor exercising his or her right to ask any question concerning or arising out of the motion, the motion must immediately be put to the vote without any further discussion or debate.

24. Moving An Amendment

24.1 Subject to sub-Rule 24.2 a motion which has been moved and seconded may be amended by leaving out or adding words. Any added words must be relevant to the subject of the motion.

24.2 A motion to confirm a previous resolution of *Council* cannot be amended.

24.3 An amendment must not be directly opposite to the motion.

25. Who May Propose An Amendment

25.1 An amendment may be proposed or seconded by any Councillor, except the mover or seconder of the original motion.

25.2 Any one Councillor cannot move more than two amendments in succession.

26. How Many Amendments May Be Proposed

26.1 Any number of amendments may be proposed to a motion but only one amendment may be accepted by the *Chair* at any one time.

26.2 No second or subsequent amendment, whether to the motion or an amendment of it, may be taken into consideration until the previous amendment has been dealt with.

27. An Amendment Once Carried

27.1 If the amendment is carried, the motion as amended then becomes the motion before the meeting.

27.2 The mover of the original motion retains the right of reply to that motion.

28. Foreshadowing Motions

28.1 At any time during debate a Councillor may foreshadow a motion so as to inform *Council* of his or hertheir intention to move a motion at a later stage in the meeting, but this does not extend any special right to the foreshadowed motion.

28.2 A motion foreshadowed may be prefaced with a statement that in the event of a particular motion before the *Chair* being resolved in a certain way, a Councillor intends to move an alternative or additional motion.

DRAFT

~~28.3 The *Chief Executive Officer* or person taking the minutes of the meeting is not expected to record foreshadowed motions in the minutes until the foreshadowed motion is formally moved.~~

28.4~~28.2~~ ~~The *Chair* is not obliged to accept foreshadowed motions.~~

29. Withdrawal Of Motions

29.1 Before any motion is put to the vote, it may be withdrawn by the mover or seconder.

29.2 If a motion is withdrawn, the *Chair* may invite another Councillor to move or second the motion, as the case requires.

29.3 If a Councillor moves or seconds the motion, then debate resumes.

29.4 If no Councillor moves or seconds the motion, then it lapses.

30. Separation Of Motions

30.1 Where a motion contains more than one part, a Councillor may request the *Chair* to put the motion to the vote in separate parts.

31. Chair May Separate Motions

31.1 The *Chair* may decide to put any motion to the vote in several parts.

32. Priority of address

32.1 In the case of competition for the right of speak, the *Chair* must decide the order in which the Councillors concerned will be heard.

33. Motions In Writing

33.1 The *Chair* may require that a complex or detailed motion be in writing.

33.2 *Council* may adjourn the meeting while the motion is being *written* or *Council* may defer the matter until the motion has been *written*, allowing the meeting to proceed uninterrupted.

34. Repeating Motion and/or Amendment

34.1 The *Chair* may request the person taking the minutes of the *Council meeting* to read the motion or amendment to the meeting before the vote is taken.

35. Debate Must Be Relevant To The Motion

35.1 Debate must always be relevant to the motion before the Chair, and, if not, the *Chair* must request the speaker to confine debate to the motion.

35.2 If after being requested to confine debate to the motion before the Chair, the speaker continues to debate irrelevant matters, the *Chair* may direct the speaker not to speak further in respect of the motion then before the *Chair*.

~~35.3 A speaker to whom a direction has been given under sub-Rule 35.2 must comply with that direction.~~

36. Speaking Times

36.1 A Councillor must not speak longer than the time set out below, unless granted an extension by the *Chair*:

36.1.1	the mover of a motion or an amendment:	five minutes;
36.1.2	any other Councillor:	three minutes;
36.1.3	the mover of a motion exercising a right of reply:	two minutes.

37. Addressing the Meeting

37.1 If the *Chair* so determines:

37.1.1 any person addressing the *Chair* must refer to the *Chair* as:

(a) Mayor; or

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(b) Deputy Mayor; or

(c) Acting Mayor; or

(d) Chair

37.1.2 as the case may be;

37.2 all Councillors, other than the *Mayor and Deputy Mayor*, must be addressed as:

37.2.1 Cr …… (name).

37.3 all members of Council staff, must be addressed by name as appropriate or by their official title.

38. Right to Ask Questions

38.1 At any time during the debate, except after a right of reply has been exercised ~~A~~ a Councillor may, when no other Councillor is speaking, ask any question concerning or arising out of the motion or amendment before the *Chair*.

38.2 The *Chair* has the right to limit questions and direct that debate be commenced or resumed.

Division 5 – Procedural Motions

39. Procedural Motions

39.1 Unless otherwise prohibited, a procedural motion may be moved at any time and must be dealt with immediately by the *Chair*.

39.2 Procedural motions require a seconder.

39.3 Notwithstanding any other provision in this Chapter, procedural motions must be dealt with in accordance with the following table:

Procedural Motion	**Adjournment of debate to later hour and/or date**	**Adjournment of debate indefinitely**	**The closure**
Form	That this matter be adjourned to *am/pm and/or *date	That this matter be adjourned until further notice	That the motion be now put
Mover and Seconder	Any Councillor who has not moved or seconded the original motion or otherwise spoken to the original motion	Any Councillor who has not moved or seconded the original motion or otherwise spoken to the original motion	Any Councillor who has not moved or seconded the original motion or otherwise spoken to the original motion
When Motion Prohibited	(a) During the election of a *Chair*; (b) When another Councillor is speaking	(a) During the election of a *Chair*; (b) When another Councillor is speaking; or (c)When the motion would have the effect of causing *Council* to be in breach of a legislative requirement	During nominations for a *Chair*
Effect if Carried	Motion and amendment is postponed to the stated time and/or date	Motion and any amendment postponed but may be resumed at any later meeting if on	Motion or amendment in respect of which the closure is carried is put to the vote immediately without debate of this

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		the agenda	motion, subject to any Councillor exercising ~~his or her~~their right to ask any question concerning or arising out of the motion
Effect if Lost	Debate continues unaffected	Debate continues unaffected	Debate continues unaffected
Debate Permitted on Motion	Yes	Yes	No

Division 6 – Rescission Motions

40. Notice of Rescission

It should be remembered that a notice of rescission is a form of notice of motion. Accordingly, all provisions in this Chapter regulating notices of motion equally apply to notices of rescission

40.1 A Councillor may propose a *notice of rescission* provided:

~~40.1.1 it has been signed and dated;~~

~~40.1.2~~40.1.1 the resolution proposed to be rescinded has not been acted on; and

~~40.1.3~~40.1.2 the *notice of rescission* has been signed, dated and~~is~~ delivered to the *Chief Executive Officer* by 11.00am on the day after the meeting at which the resolution was made setting out -

(a) the resolution to be rescinded; and

(b) the meeting and date when the resolution was carried.

40.2 A resolution will be deemed to have been acted on if:

40.2.1 its contents have or substance has been communicated in *writing* to a person whose interests are materially affected by it; or

40.2.2 a statutory process has been commenced

so as to vest enforceable rights in or obligations on *Council* or any other person.

40.3 The *Chief Executive Officer* or an appropriate member of Council staff must defer implementing a resolution which:

40.3.1 has not been acted on; and

40.3.2 is the subject of a *notice of rescission* which has been delivered to the *Chief Executive Officer* in accordance with sub-Rule 40.1.2~~40.1.3~~,

unless deferring implementation of the resolution would have the effect of depriving the resolution of efficacy.

By way of example, assume that, on a Monday evening, Council resolves to have legal representation at a planning appeal to be heard on the following Monday. Assume also that, immediately after that resolution is made, a Councillor lodges a notice of motion to rescind that resolution. Finally, assume that the notice of rescission would not be dealt with until the next Monday evening (being the evening of the day on which the planning appeal is to be heard).

In these circumstances, deferring implementation of the resolution would have the effect of depriving the resolution of efficacy. This is because the notice of rescission would not be debated until after the very thing contemplated by the resolution had come and gone. In other words, by the time the notice

of rescission was dealt with the opportunity for legal representation at the planning appeal would have been lost.

Sub-Rule 40.3 would, in such circumstances, justify the Chief Executive Officer or an appropriate member of Council staff actioning the resolution rather than deferring implementation of it.

41. If Lost

41.1 If a motion for rescission is lost, a similar motion may not be put before *Council* for at least three months from the date it was last lost, unless *Council* resolves that the *notice of motion* be re-listed at a future meeting.

42. If Not Moved

42.1 If a motion for rescission is not moved at the meeting at which it is listed, it lapses.

43. May Be Moved By Any Councillor

43.1 A motion for rescission listed on an *agenda* may be moved by any Councillor present but may not be amended.

~~**44. When Not Required**~~

~~44.1 Unless sub-Rule 44.2 applies, a motion for rescission is not required where *Council* wishes to change policy.~~

~~44.2 The following standards apply if *Council* wishes to change policy:~~

~~44.2.1 if the policy has been in force in its original or amended form for less than 12 months, a *notice of rescission* must be presented to *Council*; and~~

~~44.2.2 any intention to change a *Council* policy, which may result in a significant impact on any person, should be communicated to those affected and this may include publication and consultation, either formally or informally.~~

Division 7 – Points of Order

~~45.~~44. Chair To Decide

~~45.1~~44.1 The *Chair* must decide all points of order by stating the provision, rule, practice or precedent which they considers applicable to the point raised without entering into any discussion or comment.

~~46.~~45. Chair May Adjourn To Consider

~~46.1~~45.1 The *Chair* may adjourn the meeting to consider a point of order but otherwise must rule on it as soon as it is raised.

~~46.2~~45.2 All other questions before the meeting are suspended until the point of order is decided.

~~47.~~46. Procedure For Point Of Order

~~47.1~~46.1 A Councillor raising a point of order must:

~~47.1.1~~46.1.1 state the point of order; and

~~47.1.2~~46.1.2 state any section, Rule, paragraph or provision relevant to the point of order.

~~48.~~47. Valid Points Of Order

Expressing a difference of opinion or to contradict a speaker is not a point of order

~~48.1~~47.1 A point of order may be raised in relation to:

~~48.1.1~~47.1.1 a motion, which, under Rule 20, or a question which, under Rule ~~48~~49, should not be accepted by the *Chair*;

~~48.1.2~~47.1.2 a question of procedure; or

~~48.1.3~~47.1.3 any act of disorder.

Division 8 – Public Question Time and Public Submissions

~~49.~~48. Question Time

~~49.1~~48.1 There must be a public question time at every *Council meeting* fixed under Rule 6 to enable members of the public to submit questions to *Council*.

~~49.2~~48.2 There must be an opportunity for members of the public to make a submission to *Council* in relation to every matter presented for consideration at a *Council meeting*.

~~49.3~~48.3 Nothing in sub-Rule 48.2~~49.2~~ requires *Council* to hear submissions from a member of the public at a *Council meeting* or part of a Council meeting closed to members of the public in accordance with section 66 of the *Act*.

~~49.4~~48.4 If the *Chair* is of the opinion that the number of questions or submissions makes it desirable to limit the number of questions or submissions taken or reduce the time available to each submitter, they may make such reasonable adjustments to the process as may be necessary.

~~49.5~~48.5 A question may be disallowed by the *Chair* if the *Chair* determines that it:

~~49.5.1~~48.5.1 relates to a matter outside the duties, functions and powers of *Council*;

~~49.5.2~~48.5.2 is defamatory, indecent, abusive, offensive, irrelevant, trivial or objectionable in language or substance;

~~49.5.3~~48.5.3 deals with a subject matter already answered;

~~49.5.4~~48.5.4 is aimed at embarrassing a Councillor or a member of Council staff; or

~~49.5.5~~48.5.5 relates to *confidential information*;

Division 9 – Petitions and Joint Letters

~~50.~~49. Petitions and Joint Letters

~~50.1~~49.1 Unless *Council* determines to consider it as an item of urgent business, no motion (other than a motion to receive the same) may be made on any petition, joint letter, memorial or other like application until the next *Council meeting* after that at which it has been presented.

~~50.2~~49.2 It is incumbent on every Councillor presenting a petition or joint letter to acquaint themselves with the contents of that petition or joint letter, and to ascertain that it does not contain language disrespectful to *Council*.

~~50.3~~49.3 Every Councillor presenting a petition or joint letter to *Council* must:

~~50.3.1~~49.3.1 write or otherwise record ~~his or her~~their name at the beginning of the petition or joint letter; and

~~50.3.2~~49.3.2 confine themself to a statement of the persons from whom it comes, the number of signatories to it, the material matters expressed in it and the text of the ~~prayer or~~ request.

~~50.4~~49.4 Every petition or joint letter presented to *Council* must be in *writing* (other than pencil), typing or printing, contain the request of the petitioners or signatories and be signed by at least 12 people.

~~50.5~~49.5 Every petition or joint letter must be signed by the persons whose names are appended to it by their names or marks, and, except in cases of incapacity or sickness, by no one else and the address of every petitioner or signatory must be clearly stated.

~~50.6~~49.6 Any signature appearing on a page which does not bear the text of the whole of the petition or request may not be considered by *Council*.

~~50.7~~49.7 Every page of a petition or joint letter must be a single page of paper and not be posted, stapled, pinned or otherwise affixed or attached to any piece of paper other than another page of the petition or joint letter.

~~50.8~~49.8 If a petition, joint letter, memorial or other like application relates to an operational matter, *Council* must refer it to the *Chief Executive Officer* for consideration.

Division 10 – Voting

~~51.~~50. How Motion Determined

~~51.1~~50.1 To determine a motion before a meeting, the *Chair* must call for those in favour of the motion and then declare the result to the meeting.

~~52.~~51. Silence

~~52.1~~51.1 Voting must take place in silence.

~~53.~~52. Recount

~~53.1~~52.1 The *Chair* may direct that a vote be recounted to satisfy themself of the result.

~~54.~~53. Casting Vote

~~54.1~~53.1 In the event of a tied vote, the *Chair* must, unless the *Act* provides otherwise, exercise a casting vote.

~~55.~~54. By Show Of Hands

~~55.1~~54.1 Voting on any matter is by show of hands.

~~56.~~55. Procedure For A Division

~~56.1~~55.1 Immediately prior to, or immediately after any question is put to a meeting and before the next item of business has commenced, a Councillor may call for a division.

~~56.2~~55.2 When a division is called for, any vote already taken must be treated as set aside and the division shall decide the question, motion or amendment.

~~56.3~~55.3 When a division is called for, the *Chair* must:

~~56.3.1~~55.3.1 first ask each Councillor wishing to vote in the affirmative to raise a hand and, upon such request being made, each Councillor wishing to vote in the affirmative must raise one of ~~his or her~~their hands. The Chair must then state, and the *Chief Executive Officer* or any *authorised officer* must record, the names of those Councillors voting in the affirmative; and

~~56.3.2~~55.3.2 declare the result.

~~56.4~~55.4 The *Chief Executive Officer* or any *authorised officer* must record the names of those Councillors present at the meeting during a division who, by virtue of section 61(5)(f) of *the Act*, are taken to have voted against the question.

~~57.~~56. No Discussion Once Declared

~~57.1~~56.1 Once a vote on a question has been taken, no further discussion relating to the question is allowed unless the discussion involves:

~~57.2~~56.2 a Councillor requesting, before the next item of business is considered, that ~~his or her~~their opposition to a resolution be recorded in the minutes or a register maintained for that purpose; or

~~57.3~~56.3 foreshadowing a *notice of rescission* where a resolution has just been made, or a positive motion where a resolution has just been rescinded.

For example, Rule 56~~57~~ would allow some discussion if, immediately after a resolution was made, a Councillor foreshadowed lodging a notice of rescission to rescind that resolution.

Equally, Rule 56~~57~~ would permit discussion about a matter which would otherwise be left in limbo because a notice of rescission had been successful. For instance, assume that Council resolved to refuse a planning permit application. Assume further that this resolution was rescinded.

Without a positive resolution – to the effect that a planning permit now be granted – the planning permit application will be left in limbo. Hence the reference, in sub-Rule 56.3~~57.3~~, to discussion about a positive motion were a resolution has just been rescinded.

Division 11 – Minutes

~~58.~~57. Confirmation of Minutes

57.1 A copy of the minutes of the previous meeting must be delivered to each Councillor no later than 24 hours before the meeting.

57.2 No discussion or debate on the confirmation of minutes is permitted except where their accuracy as a record of the proceedings of the meeting to which they relate is questioned.

57.3 If no Councillor indicates opposition, the Council may consider a motion to confirm the minutes.

57.4 If one Councillor indicates opposition, they must specify the amendments required to those minutes and move a motion to confirm the minutes subject to those amendments.

57.5 If more than one Councillor indicates opposition, the necessary amendments may be considered one at a time with such amendments incorporated by successive resolutions and then a final resolution to confirm the amended minutes.

57.6 Once any agreed amendments are included and any necessary clerical corrections made, the minutes must, if practicable, be signed by the Chair of the meeting at which they have been confirmed

~~58.1 At every *Council meeting* the minutes of the preceding meeting(s) must be dealt with as follows:~~

~~58.1.1 a copy of the minutes must be delivered to each Councillor no later than 24 hours before the meeting;~~

~~58.1.2 if no Councillor indicates opposition, the minutes must be declared to be confirmed;~~

~~58.1.3 if a Councillor indicates opposition to the minutes:~~

~~(a) they must specify the item(s) to which they objects;~~

~~(b) the objected item(s) must be considered separately and in the order in which they appear in the minutes;~~

~~(c) the Councillor objecting must move accordingly without speaking to the motion;~~

~~(d) the motion must be seconded;~~

~~(e) the *Chair* must ask:~~

~~"Is the motion opposed?"~~

~~(f) if no Councillor indicates opposition, then the *Chair* must declare the motion carried without discussion and then ask the second of the questions described in sub-Rule 58.1.3(k);~~

~~(g) if a Councillor indicates opposition, then the *Chair* must call on the mover to address the meeting;~~

~~(h) after the mover has addressed the meeting, the seconder may address the meeting;~~

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~~(i) after the seconder has addressed the meeting (or after the mover has addressed the meeting if the seconder does not address the meeting), the *Chair* must invite debate by calling on any Councillor who wishes to speak to the motion, providing an opportunity to alternate between those wishing to speak against the motion and those wishing to speak for the motion;~~

~~(j) if, after the mover has addressed the meeting, the *Chair* invites debate and no Councillor speaks to the motion, the *Chair* must put the motion; and~~

~~(k) the *Chair* must, after all objections have been dealt with, ultimately ask:~~

~~"The question is that the minutes be confirmed" or~~

~~"The question is that the minutes, as amended, be confirmed",~~

~~and they must put the question to the vote accordingly;~~

~~58.1.4 a resolution of *Council* must confirm the minutes and the minutes must, if practicable, be signed by the *Chair* of the meeting at which they have been confirmed; and~~

~~58.1.5 the minutes must be entered in the *minute book* and each item in the *minute book* must be entered consecutively.~~

~~59.~~58. No Debate on Confirmation Of Minutes

~~59.1~~58.1 No discussion or debate on the confirmation of minutes is permitted except where their accuracy as a record of the proceedings of the meeting to which they relate is questioned.

~~60.~~59. Deferral Of Confirmation Of Minutes

~~60.1~~59.1 *Council* may defer the confirmation of minutes until later in the *Council meeting* or until the next meeting if considered appropriate.

~~61.~~60. Form and Availability of Minutes

~~61.1~~60.1 The *Chief Executive Officer* (or other person authorised by the *Chief Executive Officer* to attend the meeting and to take the minutes of such meeting) must keep minutes of each *Council meeting*, and those minutes must record:

~~61.1.1~~60.1.1 the date, place, time and nature of the meeting;

~~61.1.2~~60.1.2 the names of the Councillors present and the names of any Councillors who apologised in advance for their non-attendance;

~~61.1.3~~60.1.3 the names of the members of Council staff present;

~~61.1.4~~60.1.4 any disclosure of a conflict of interest made by a Councillor, including the explanation given by the Councillor under Chapter 5;

~~61.1.5~~60.1.5 arrivals and departures (including temporary departures) of Councillors during the course of the meeting;

~~61.1.6~~60.1.6 each motion and amendment moved (including motions and amendments that lapse for the want of a seconder);

~~61.1.7~~60.1.7 the vote cast by each Councillor upon a division and the names of all Councillors present during the division

~~61.1.8~~60.1.8 the vote cast by any Councillor who has requested that ~~his or her~~their vote be recorded in the minutes;

~~61.1.9~~60.1.9 questions upon notice;

~~61.1.10~~60.1.10 the failure of a quorum;

~~61.1.11~~60.1.11 any adjournment of the meeting and the reasons for that adjournment; and

~~61.1.12~~60.1.12 the time at which standing orders were suspended and resumed.

~~61.2~~60.2 The *Chief Executive Officer* must ensure that the minutes of any *Council meeting* are published on Council's website.

~~61.3~~60.3 Nothing in sub-Rule 60.2~~61.2~~ requires *Council* or the *Chief Executive Officer* to make public any minutes relating to a *Council meeting* or part of a *Council meeting* closed to members of the public in accordance with section 66 of the *Act*.

Division 12 – Behaviour

~~62.~~61. Public Addressing The Meeting

~~62.1~~61.1 Members of the public do not have a right to address *Council* and may only do so with the consent of the *Chair* or by prior arrangement.

~~62.2~~61.2 Any member of the public addressing *Council* must extend due courtesy and respect to *Council* and the processes under which it operates and must take direction from the *Chair* whenever called on to do so.

~~62.3~~61.3 A member of the public present at a *Council meeting* must not disrupt the meeting.

~~63.~~62. Chair May Remove

It is intended that this power be exercisable by the Chair, without the need for any Council resolution. The Chair may choose to order the removal of a person whose actions immediately threaten the stability of the meeting or wrongly threatens ~~his or her~~their authority in chairing the meeting.

~~63.1~~62.1 The *Chair* may order and cause the removal of any person, other than a Councillor, who disrupts any meeting or fails to comply with a direction given under sub-Rule 61.2~~62.2~~.

~~64.~~63. Chair may close a meeting

~~64.1~~63.1 If the *Chair* considers it necessary to close the meeting to the public for security reasons or considers it is necessary to do so to enable the meeting to proceed in an orderly manner and the Council or delegated committee has made arrangements to enable the proceedings of the meeting to be viewed by members of the public as the meeting is being held, they may close the meeting to the public and may order and cause the removal of any person, other than a Councillor.

~~65.~~64. Chair may adjourn a meeting

~~65.1~~64.1 If the *Chair* is of the opinion that disorder at the *Council* table or in the gallery makes it desirable to adjourn the *Council meeting*, they may adjourn the meeting to a later time on the same day or to some later day as they think proper. In that event, the provisions of sub-Rules 12.2 and 12.3 apply.

~~66.~~65. Removal from Chamber

~~66.1~~65.1 The *Chair*, or *Council* in the case of a suspension, may ask the *Chief Executive Officer* or a member of the Victoria Police to remove from the Chamber any person who acts in breach of this Chapter and whom the *Chair* has ordered to be removed from the gallery under Rule 66~~67~~.

Division 13 – Additional Duties of *Chair*

~~67.~~66. The Chair's Duties And Discretions

~~67.1~~66.1 In addition to the duties and discretions provided in this Chapter, the *Chair*:

~~67.1.1~~66.1.1 must not accept any motion, question or statement which is derogatory, or defamatory of any Councillor, member of Council staff, or member of the community; and

~~67.1.2~~66.1.2 must call to order any person who is disruptive or unruly during any meeting.

Division 14 – Suspension of Standing Orders

~~68.~~67. Suspension of Standing Orders

The suspension of standing orders should be used to enable full discussion of any issue without the constraints of formal meeting procedure.

Its purpose is to enable the formalities of meeting procedure to be temporarily disposed of while an issue is discussed.

~~68.1~~67.1 To expedite the business of a meeting, *Council* may suspend standing orders.

~~68.2~~67.2 The suspension of standing orders should not be used purely to dispense with the processes and protocol of the government of *Council*. An appropriate motion would be:

"That standing order be suspended to enable discussion on……"

~~68.3~~67.3 No motion can be accepted by the *Chair* or lawfully be dealt with during any suspension of standing orders.

~~68.4~~67.4 Once the discussion has taken place and before any motions can be put, the resumption of standing orders will be necessary. An appropriate motion would be:

"That standing orders be resumed."

Division 15 – Miscellaneous

~~69.~~68. Meetings Conducted Remotely

~~69.1~~68.1 If:

~~69.1.1~~68.1.1 by law a meeting may be conducted electronically; and

~~69.1.2~~68.1.2 *Council* decides that a meeting is to be conducted electronically,

the *Chair* may, with the consent of the meeting, modify the application of any of the Rules in this Chapter to facilitate the more efficient and effective transaction of the business of the meeting.

~~70.~~69. Procedure not provided in this Chapter

~~70.1~~69.1 In all cases not specifically provided for by this Chapter, resort must be had to the Standing Orders and Rules of Practice of the Upper House of the Victorian Parliament (so far as the same are capable of being applied to *Council* proceedings).

~~71.~~70. Criticism of members of Council staff

~~71.1~~70.1 The *Chief Executive Officer* may make a brief statement at a *Council meeting* in respect of any statement by a Councillor made at the *Council meeting* criticising them or any member of Council staff.

~~71.2~~70.2 A statement under sub-Rule 70.1~~71.1~~ must be made by the *Chief Executive Officer*, through the *Chair*, as soon as it practicable after the Councillor who made the statement has completed speaking.

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CHAPTER THREE - DELEGATED COMMITTEE MEETINGS

1. Meeting Procedure Generally

1.1 If Council establishes a Delegated Committee:

1.1.1 all of the provisions of Chapter 2 apply to meetings of the *Delegated Committee*; and

1.1.2 any reference in Chapter 2 to:

(a) a *Council meeting* is to be read as a reference to a *Delegated Committee* meeting;

(b) a Councillor is to be read as a reference to a member of the *Delegated Committee*; and

(c) the Mayor is to be read as a reference to the Chair of the *Delegated Committee*.

2. Meeting Procedure Can Be Varied

2.1 Notwithstanding Rule 1, if *Council* establishes a *Delegated Committee* that is not composed solely of Councillors:

2.1.1 *Council* may; or

2.1.2 the *Delegated Committee* may, with the approval of *Council*

2.2 resolve that any or all of the provisions of Chapter 2 are not to apply to a meeting of the *Delegated Committee*, in which case the provision or those provisions will not apply until *Council* resolves, or the *Delegated Committee* with the approval of *Council* resolves, otherwise.

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CHAPTER FOUR - DISCLOSURE OF CONFLICTS OF INTEREST

1. Introduction

1.1 The following Rules in this Chapter apply only upon Division 1A of Part 4 of the *Local Government Act 1989* being repealed.

2. Disclosure of a Conflict of Interest at a Council Meeting

2.1 A Councillor who has a conflict of interest in a matter being considered at a *Council meeting* at which they are present must disclose that conflict of interest by explaining the nature of the conflict of interest to those present at the *Council meeting* before the matter is considered.; or

2.2 A Councillor who has a conflict of interest in a matter being considered at a Council meeting at which they intend to be present must disclose that conflict of interest by providing to the *Chief Executive Officer* before the *Council meeting* commences a written notice:

2.2.1 advising of the conflict of interest;

2.2.2 explaining the nature of the conflict of interest; and

2.2.3 detailing, if the nature of the conflict of interest involves a Councillor's relationship with or a gift from another person, the:

(a) name of the other person;

(b) nature of the relationship with that other person or the date of receipt, value and type of gift received from the other person; and

(c) nature of that other person's interest in the matter,

and then before the matter is considered at the meeting announcing to those present that they have a conflict of interest and that a written notice has been given to the *Chief Executive Officer* under this sub-Rule.

2.3 The Councillor must, in either event, leave the *Council meeting* before the matter is considered at the meeting and not return to the meeting until after the matter has been disposed of.

3. Disclosure of Conflict of Interest at a Delegated Committee Meeting

3.1 A member of a *Delegated Committee* who has a conflict of interest in a matter being considered at a *Delegated Committee* meeting at which they are present must disclose that conflict of interest by explaining the nature of the conflict of interest to those present at the *Delegated Committee* meeting before the matter is considered; or

3.2 A member of a *Delegated Committee* who has a conflict of interest in a matter being considered at a *Delegated Committee* meeting at which they intend to be present must disclose that conflict of interest by providing to the *Chief Executive Officer* before the Delegated Committee meeting commences a written notice:

3.2.1 advising of the conflict of interest;

3.2.2 explaining the nature of the conflict of interest; and

3.2.3 detailing, if the nature of the conflict of interest involves a member of a *Delegated Committee's* relationship with or a gift from another person the:

(a) name of the other person;

(b) nature of the relationship with that other person or the date of receipt, value and type of gift received from the other person; and

(c) nature of that other person's interest in the matter,

and then before the matter is considered at the meeting announcing to those present that they has a conflict of interest and that a written notice has been given to the *Chief Executive Officer* under this sub-Rule.

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3.3 The member of a *Delegated Committee* must, in either event, leave the *Delegated Committee* meeting before the matter is considered at the meeting and not return to the meeting until after the matter has been disposed of.

4. Disclosure at a Meeting Conducted Under the Auspices of Council

4.1 A Councillor who has a conflict of interest in a matter being considered by a *meeting held under the auspices of Council* at which they are present must:

4.1.1 disclose that conflict of interest by explaining the nature of the conflict of interest to those present at the meeting before the matter is considered;

4.1.2 absent themself from any discussion of the matter; and

4.1.3 as soon as practicable after the meeting concludes provide to the *Chief Executive Officer* a written notice recording that the disclosure was made and accurately summarising the explanation given to those present at the meeting.

5. Disclosure by Members of Council Staff Preparing Reports for Meetings

5.1 A member of Council staff who, in their capacity as a member of Council staff, has a conflict of interest in a matter in respect of which they are preparing or contributing to the preparation of a Report for the consideration of a:

5.1.1 *Council meeting*;

5.1.2 *Delegated Committee* meeting;

5.2 must, immediately upon becoming aware of the conflict of interest, provide a written notice to the *Chief Executive Officer* disclosing the conflict of interest and explaining the nature of the conflict of interest.

5.3 The *Chief Executive Officer* must ensure that the Report referred to in sub-Rule 7.1 records the fact that a member of Council staff disclosed a conflict of interest in the subject-matter of the Report.

5.4 If the member of Council staff referred to in sub-Rule 5.1is the *Chief Executive Officer*:

5.4.1 the written notice referred to in sub-Rule 5.1 must be given to the *Mayor*; and

5.4.2 the obligation imposed by sub-Rule 5.1 may be discharged by any other member of Council staff responsible for the preparation of the Report.

6. Disclosure of Conflict of Interest by Members of Council Staff in the Exercise of Delegated Power

6.1 A member of Council staff who has a conflict of interest in a matter requiring a decision to be made by the member of Council staff as delegate must, immediately upon becoming aware of the conflict of interest, provide a written notice to the *Chief Executive Officer* explaining the nature of the conflict of interest.

6.2 If the member of Council staff referred to in sub-Rule 6.1 is the *Chief Executive Officer* the written notice must be given to the *Mayor*.

7. Disclosure by a Member of Council Staff in the Exercise of a Statutory Function

7.1 A member of Council staff who has a conflict of interest in a matter requiring a statutory function to be performed under an Act by the member of Council staff must, upon becoming aware of the conflict of interest, immediately provide a written notice to the *Chief Executive Officer* explaining the nature of the conflict of interest.

7.2 If the member of Council staff referred to in sub-Rule 7.1 is the *Chief Executive Officer* the written notice must be given to the *Mayor*.

8. Retention of Written Notices

8.1 The *Chief Executive Officer* must retain all written notices received under this Chapter for a period of three years.

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CHAPTER FIVE – CONFIDENTIAL INFORMATION

This Chapter

1. Confidential Information

1.1 If, after the repeal of section 77(2)(c) of the *Local Government Act 1989*, the *Chief Executive Officer* is of the opinion that information relating to a meeting is confidential information within the meaning of the *Act*, they may designate the information as confidential and advise Councillors and/or members of Council staff in writing accordingly.

1.2 Information which has been designated by the *Chief Executive Officer* as confidential information within the meaning of the *Act*, and in respect of which advice has been given to Councillors and/or members of Council staff in writing accordingly, will be presumed to be confidential information.

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CHAPTER SIX – ELECTION PERIOD POLICY

PART A – PRELIMINARY

This Part

1. Policy objectives

1.1 The Objectives of the Election Period Policy are:

1.1.1 to ensure the highest standard of good governance is achieved by the incumbent Councillors and all Council staff; and

1.1.2 to ensure that Council elections are conducted in an environment that is open and fair to all candidates by outlining the use of Council resources, Council publications, functions and events, requests for information, liaisons with the media and Councillor expenditure in the lead up to an election; and

1.1.3 to supplement the requirements of the Act with additional measures to ensure that best practice is achieved in transparency and independence.

2. Definitions

2.1 For the avoidance of doubt, the election period in respect of:

2.1.1 the 2020 Council Election commences at 12 noon on Tuesday 22 September and concludes at 6.00pm on Saturday 24 October 2020.

2.1.2 the 2024 Council Election commences at 12 noon on Tuesday 24 September and concludes at 6.00pm on Saturday 26 October 2024.

2.1.3 the 2028 Council Election commences at 12 noon on Tuesday 26 September and concludes at 6.00pm on Saturday 28 October 2028.

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PART B – APPLICATION

This Part

3. Candidates for election

3.1 Councillors are expected to comply with this policy, regardless of whether or not they have nominated as candidates for election.

3.2 Members of Council committees and advisory groups (other than Councillors) who are candidates for election are expected to comply with this policy and in addition:

3.2.1 submit apologies for any committee meetings or other committee activities held during the election period;

3.2.2 return any council equipment, documents or information which is not available to the public for the duration of the election period; and

3.2.3 immediately resign from the committee upon election.

3.3 Council staff who are candidates for election are expected comply with this policy and in addition:

3.3.1 take leave from their duties for the duration of the election period (if not enough paid leave is accrued, unpaid leave will be available for this purpose);

3.3.2 return any Council equipment (including, but not limited to, motor vehicles, telephones, computers, swipe cards and keys), documents or information which is not available to the public for the duration of the election period; and

3.3.3 immediately resign upon election.

3.4 Other candidates for election are expected to voluntarily comply with the obligations of this policy where they apply.

4. Other persons

4.1 All Councillors, members of Council committees and Council staff are bound by this policy insofar as it relates to the provision of support for candidates for election.

5. Application of the Staff Code of Conduct

5.1 For the avoidance of doubt, the establishment of this policy does not abrogate from the obligation of Council Staff to adhere to the Staff Code of Conduct with respect to electoral activities. The Code of Conduct states that "a conflict of interest occurs where your personal, financial or other interest conflicts with the performance of your Council duties". The provision of support to a candidate at the Yarra City Council election would constitute a conflict of interest under this policy and is therefore prohibited.

5.2 Such support includes, but is not limited to:

5.2.1 providing advice to candidate

5.2.2 distributing or preparing campaign material

5.2.3 fundraising

5.2.4 making a cash or in kind campaign donation

5.2.5 permitting or placing electoral signage on their property

5.3 The Staff Code of Conduct does not limit the ability of a member of Council staff to support the candidature of a person in a different municipal election or in state or federal elections.

5.4 A staff member may not support or participate in any campaign activity for any candidate standing for election at the Yarra City Council election.

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PART C – POLICY

This Part

6. Council resources

6.1 In accordance with Section 69 of the Act, Council will ensure that probity is observed in the use of all Council resources during the election period, and Council staff are required to exercise appropriate discretion in that regard. In any circumstances where the use of Council resources might be construed as being related to a candidate's election campaign, advice will be sought from the Chief Executive Officer.

6.2 In determining whether the use of Council resources during the election period is appropriate, candidates will have regard to whether these same resources are available to other candidates at the election. These restrictions apply regardless of whether such use comes at no cost to Council and include, but are not limited to:

6.2.1 The use by a candidate of a Council provided computer for the preparation of campaign material is not permitted, apart from a publicly provided computer in a library or community facility.

6.2.2 The use of a Council provided mobile telephone for making campaign related calls, messages, emails, photographs or social media is not permitted. While it is acknowledged that the receipt of communications cannot be controlled, candidates shall not encourage campaign related communication by this means.

6.2.3 The use of a photograph in campaign materials that was taken by a member of Council staff or a photographer engaged by Council is not permitted.

6.2.4 The use of Council administrative facilities such as offices, meeting rooms, support staff, hospitality services, equipment and stationery in connection with any election campaign is not permitted.

6.3 Reimbursements of candidates' out-of-pocket expenses during the election period will only apply to costs that have been incurred in the performance of normal Council duties, and not for expenses that could be perceived as supporting or being connected with a candidate's election campaign.

6.4 No Council livery, including logos, publications, letterheads, or other Yarra City Council branding will be used for, or linked in any way to, a candidate's election campaign.

6.5 Council telephone numbers and email addresses are not to be used in candidate election material.

6.6 Officers will not assist in preparing candidate election material.

6.7 Officers will not provide candidates with access to databases, contact lists, property counts, email addresses or any other information that would assist in mailing or other distribution of election material. Any such Council information already in the possession of candidates is subject to the provisions of the Privacy and Data Protection Act 2014 and cannot be used for electoral purposes.

7. Information

7.1 The Council recognises that all election candidates have certain rights to information from the Council administration. However, it is important that sitting Councillors continue to receive information that is necessary to fulfil their elected roles. Neither Councillors nor candidates will receive information or advice from Council staff that might be perceived to support an election campaign.

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7.2 Information and briefing material prepared by staff or the Victorian Electoral Commission during the election period will relate only to factual matters or to existing Council services. Such information will not relate to policy development, new projects or matters that are the subject of public or election debate or that might be perceived to be connected with a candidate's election campaign.

7.3 Public consultation of a limited kind normally associated with the routine administration of planning, building, traffic, parking or other matters will continue through the election period. However significant community or ward-wide consultation on major strategy or policy issues will not occur, or if already commenced, will be suspended during the election period.

8. Council publications

8.1 Council must not print, publish or distribute or cause, permit or authorise to be printed, published or distributed, any electoral material during the election period.

8.2 Council will suspend the publication and distribution of Yarra News or any similar publication during the election period.

8.3 During the election period, Council will restrict Councillor details on the Council website to Councillor names, the ward they represent and their contact details.

8.4 For the avoidance of doubt, this policy does not prevent candidates from publishing their own campaign material from their own funds outside the Council, and not bearing any reference or inference that such material is from the Council, supported or endorsed by the Council and must not bear any Council identification such as logos or similar. Candidates must ensure that such publications comply with the requirements of the Act.

9. Publicity

9.1 It is recognised that Council publicity is intended to promote Council activities and services. Council publicity will not be used in any way that might influence the outcome of a Council election.

9.2 During the election period, no Council employee may make any public statement as a spokesperson for Council that could be construed as influencing the election. This does not include statements of clarification that are approved by the Chief Executive Officer.

9.3 During the election period, publicity campaigns, other than for the purpose of conducting the election, will be avoided wherever possible. Where a publicity campaign is deemed necessary for a Council service or function, it must be approved by the Chief Executive Officer. In any event, Council publicity during the election period will be restricted to promoting normal Council activities.

9.4 Any requests for media advice or assistance from Councillors during the election period will be channelled through the Chief Executive Officer, or the Chief Executive Officer's designated delegate. In any event, no media advice or assistance will be provided in relation to election campaign matters, or in regard to publicity that involves specific Councillors.

9.5 Councillors will not use their position as an elected representative or their access to Council staff and other Council resources to gain media attention in support of an election campaign.

10. Decisions

10.1 Council must not make any decision during the election period for a general election that:

10.1.1 relates to the appointment or remuneration of the Chief Executive Officer but not to the appointment or remuneration of an Acting Chief Executive Officer; or

10.1.2 commits the Council to expenditure exceeding one per cent of the Council's income from general rates, municipal charges and service rates and charges in the preceding financial year; or

10.1.3 the Council considers could be reasonably deferred until the next Council is in place; or

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10.1.4 the Council considers should not be made during an election period.

10.1.5 Council must not make any decision during the election period for a general election or a by-election that would enable the use of Council's resources in a way that is intended to influence, or is likely to influence, voting at the election.

10.2 Council notes that the restriction on the making of decisions is not intended to delay the routine making of administrative and operational decisions by Council officers under delegation.

11. Conduct of Council Meetings

11.1 The following modifications will be made to the conduct of Council Meetings during the election period:

11.1.1 Public question time will be suspended.

11.1.2 Submissions made by members of the public in relation to matter listed on the agenda shall be submitted in writing and in advance. Those submissions shall be presented at the Council meeting provided the submitter is present and the submission is limited in scope to a matter before Council and does not contain electoral matter.

11.1.3 Councillors will limit their discussion during debate to the topic under consideration and will avoid raising electoral matter where possible.

11.1.4 Councillors will not raise items of general business or questions without notice that contain or relate to electoral matter.

11.2 No officer report shall be presented to Council during the election period unless it contains an express statement by the Chief Executive Officer that a decision on that matter would not be contrary to this policy.

12. Events and Functions

12.1 Council will suspend its program of Ward Meetings during the election period.

12.2 Councillors are able to continue to attend meetings, events and functions during the election period which are relevant to the Council and the community.

12.3 Council's annual program of events will continue during the election period however speeches will be limited to a short welcome, and should not contain any express or implied reference to the election. Any publicity will be mindful of the controls on electoral material outlined in these guidelines.

12.4 Councillors are able to attend events or functions conducted by external bodies during the election period, however when attending as a representative of Council, Councillors must be mindful that they do not use that opportunity to promote their election campaign.

13. Assistance to Candidates

13.1 The Council affirms that all candidates for the Council election will be treated equally.

13.2 All election related inquiries from candidates will be directed to the Returning Officer or, where the matter is outside the responsibilities of the Returning Officer, to the Chief Executive Officer.

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Attachment 2 - Council Meetings Operations Policy

Council Meeting Operations Policy

Title	**Council Meeting Operations Policy**
Description	A policy to regulate the operation of certain aspects of Council and Committee Meetings.
Category	Council
Type	Policy
Approval authority	Council
Responsible officer	Senior Governance Advisor
Approval date	18 August 2020
Review cycle	Every four years
Review date	18 August 2024
Document Reference	D19/175081
Human Rights compatibility	This policy has been assessed and is compatible with the Victorian Charter of Human Rights of Responsibilities

1. Purpose

This policy regulates the operation of meetings operated under the Yarra City Council Meeting Procedures Local Law, which includes Ordinary and Special Meetings of Council and Council's Internal Development Approvals Committee.

2. Policy

2.1. Public participation at meetings

Council welcomes the opportunity for members of the public to participate in meetings of the Council and the Internal Development Approvals Committee.

2.1.1. Public Question Time

Members of the public shall be invited to ask a maximum of two questions each during Public Question Time at Ordinary Council Meetings. In determining the order of questions, the Mayor shall first invite persons who have previously submitted their question the Council and then any other interested persons.

All questioners accepting the invitation to address the meeting shall ask their questions in accordance with these guidelines (or a variation of these guidelines as determined by the Mayor at their sole discretion).

Questioners shall:

- Speak for a maximum of five minutes;
- Direct their question to the Mayor;
- Refrain from making statements or engaging in debate;
- Not raise operational matters which have not previously been raised with the Council administration;
- Not ask questions about matter listed on the agenda for the current meeting.

- Refrain from repeating questions that have been previously asked;
- If asking a question on behalf of a group, explain the nature of the group and how the submitter is able to speak on their behalf.

Where any question is not answered at the meeting, the Mayor may take the question on notice, in which case a response will be provided within 10 working days.

Questioners who are unable to ask their question personally may submit it in writing beforehand. Such questions will not be addressed at the meeting, but will be taken on notice with a response provided within 10 working days.

2.1.2. Council Submissions

Prior to the consideration of any Council business reports at a Council Meeting, members of the public shall be invited by the Mayor to make an oral submission. In determining the order of submissions, the Chairperson shall first invite persons who have previously notified of their intention to address the Council and then any other interested persons.

All submitters accepting the invitation to address the meeting shall make submissions in accordance with these guidelines (or a variation of these guidelines as determined by the Mayor at their sole discretion).

Submitters shall:

- Speak for a maximum of five minutes;
- Direct their submission to the Mayor;
- Confine their submission to the subject under consideration;
- Avoid repetition and restating previous submitters;
- Refrain from asking questions or seeking comments from the Councillors or other submitters;
- If speaking on behalf of a group, explain the nature of the group and how the submitter is able to speak on their behalf.

Following public submissions, Councillors will have an opportunity to ask questions of submitters. Submitters may determine whether or not they wish to take these questions.

Once all submissions have been received, the formal debate may commence. Once the debate has commenced, no further submissions, questions or comments from submitters can be received.

2.1.3. Internal Development Approvals Committee Submissions

Prior to the consideration of any Committee Business Report at a meeting of the Internal Development Approvals Committee, members of the public shall be invited by the Chairperson to make a verbal submission. In determining the order of submissions, the Chairperson shall first invite the applicant or their representatives to submit, followed by formal objectors and finally any other interested persons.

All submitters accepting the invitation to address the meeting shall make submissions in accordance with these guidelines (or a variation of these guidelines as determined by the Chairperson at their sole discretion).

- Speak for a maximum of five minutes;
- Direct their submission to the Chairperson;
- Confine their submission to the planning permit under consideration;

- If possible, explain their preferred decision in relation to a permit application (refusing, granting or granting with conditions) and set out any requested permit conditions.
- Avoid repetition and restating previous submitters;
- Refrain from asking questions or seeking comments from the Councillors, applicants or other submitters;
- If speaking on behalf of a group, explain the nature of the group and how the submitter is able to speak on their behalf.

Following public submissions, the applicant or their representatives will be given a further opportunity of two minutes to exercise a right of reply in relation to matters raised by previous submitters. Applicants may not raise new matters during this right of reply.

Councillors will then have an opportunity to ask questions of submitters. Submitters may determine whether or not they wish to take these questions.

Once all submissions have been received, the formal debate may commence. Once the debate has commenced, no further submissions, questions or comments from submitters can be received.

2.1.4. Formal Submissions

Where Council is considering a matter where a person has a right to make a submission under Council's Community Engagement Policy or section 223 of the Local Government Act 1989, the provisions above applying to informal submissions shall apply, with the amendments below. All submitters accepting the invitation to address the meeting shall make submissions in accordance with these guidelines (or a variation of these guidelines as determined by the Chairperson at their sole discretion).

- Persons (or their representatives) who have notified of their intention to appear in person under Council's Community Engagement Policy or section 223(1)(a)(iv) shall be given the first opportunity to address the Council, and no time limit shall apply (although submitters are encouraged to limit their submission to five minutes).
- Submitters who have not notified Council of their intention to appear in person shall be given the next opportunity to address the Council, and a five minute time limit shall apply.

Following public submissions, Councillors will have an opportunity to ask questions of submitters. Submitters may determine whether or not they wish to take these questions.

Once all submissions have been received, the formal debate may commence. Once the debate has commenced, no further submissions, questions or comments from submitters can be received.

2.2. Petitions and joint letters

Council is committed to participatory democracy and will ensure that members of the public have convenient and practical means to contribute to Council's decision-making process.

The Group Manager, Chief Executive's Office will ensure that:

- a letter of acknowledgment is sent to the individual or relevant organisation within seven days;
- the Mayor and relevant Ward Councillor(s), or where appropriate, all Councillors, are informed (formally or informally) of the receipt of petitions and joint letters promptly;
- petitions and joint letters are responded to as quickly as appropriate having regard to their size, nature and complexity;
- Council is advised of any changes to the Petitions and Joint Letters Procedure, when made with the Chief Executive Officer's approval from time to time;

- guidance is provided to community members and staff alike as to the procedure to be followed in preparing, submitting and responding to petitions and joint letters; and
- other issues considered relevant by the Chief Executive Officer are addressed.

2.3. Access to meeting papers

2.3.1. Council Meetings

The agenda of each Council meeting and will be published on Council's website in advance of each meeting. Every endeavour shall be made to ensure the agenda and all accompanying documents are available for download at least four full days before the meeting (for Tuesday evening meetings, this is Friday evening). Where this is not possible, a note shall be placed on the website explaining when the agenda will be available.

In order to minimise paper use, hard copies of full meeting agendas will only be provided to members of the public on request. Attendees are encouraged to download relevant papers from Council's website but, if this is not practicable, hard copies may be requested by contacting Council's Governance department by midday on the day of the meeting. These hard copies will then be made available for collection at the meeting. Hard copies of papers for agenda items will be restricted to five copies and only provided for items for which multiple submissions are expected, as assessed by the Governance Officer or requested by a Councillor.

At each meeting, a summary document setting out the order of business will be available for attendees on a first come, first served basis.

The minutes of each Council meeting will be published on Council's website before the subsequent Council meeting. These minutes are to be considered a draft only, as they are still subject to ratification by Council. Where it is not possible to prepare the minutes prior to the subsequent meeting, a note shall be placed on the website explaining when the minutes will be available.

2.3.2. Internal Development Approvals Committee Meetings

The agenda of each Internal Development Approvals Committee meeting and will be published on Council's website in advance of each meeting. Every endeavour shall be made to ensure the agenda and all accompanying documents are available for download at least five full days before the meeting (for Wednesday evening meetings, this is Friday evening). Where this is not possible, a note shall be placed on the website explaining when the agenda will be available.

In order to minimise paper use and for copyright reasons, hard copies of meeting agendas will not be provided. Attendees are encouraged to download relevant papers from Council's website.

The minutes of each Internal Development Approvals Committee meeting will be published on Council's website before the subsequent committee meeting. These minutes are to be considered a draft only, as they are still subject to ratification by the committee. Where it is not possible to prepare the minutes prior to the subsequent meeting, a note shall be placed on the website explaining when the minutes will be available.

2.4. Officer presentations at meetings

Presentations of officer reports at Council and Committee meetings shall take place prior to consideration of the agenda item, and prior to the receipt of any public submissions.

An officer presenting a report to any meeting of the Council or a Committee shall provide a brief summary of the report being considered on the agenda when so requested by the Chairperson.

The purpose of the presentation is to bring the meeting's attention to critical issues pertinent to the matter being considered and any additional information, which has come to light subsequent to the circulation of the report. (It is not necessary to restate the recommendation contained in the report.)

Officer presentations shall be concise and take no longer than three minutes, except in circumstances where it is necessary for more detailed and complex information to be provided.

Officers shall be prepared to take questions from Councillors in regards their report in addition to providing such other relevant information as may be requested.

2.5. Transmission of meeting proceedings

It is Council's policy to support measures that increase transparency of Council's decision-making.

2.5.1. Council Meetings

The audio and video of Ordinary Council Meetings and Special Council Meetings shall be streamed live to Council's website and will be available to members of the public, without a need for pre-registration.

Following each Council meeting, these recordings shall be freely available for viewing for a period of at least twelve months.

Where necessary, redactions may be made to the recording to ensure that the recording is suitable for lawful publication including compliance with (but not limited to) the following legislation:

- Copyright Act 1968 (Cth)
- Defamation Act 2005 (Vic)
- Local Government Act 2020 (Vic)
- Privacy and Data Protection Act 2014 (Vic)

Determinations on the need for the redaction of meeting proceedings shall be made by the Group Manager Chief Executive's Office, with a view to keeping redactions to a minimum and ensuring the maximum amount of information is included.

Portions of a meeting which are closed to members of the public under section 66 of the Local Government Act 2020 shall not be transmitted or recorded.

A notation shall be placed in the minutes of the meeting to alert readers to the existence of the recording and how it may be obtained.

2.5.2. Internal Development Approvals Committee

The proceedings of the Internal Development Approvals Committee shall be audio recorded only for the purpose of assisting the minute clerk with the accurate recording of the minutes of meetings. Portions of a meeting which are closed to members of the public under section 66 of the Local Government Act 2020 shall not be recorded.

Audio recordings of meetings of the Internal Development Approvals Committee shall not be published and will not be available to members of the public, except where authorised under the Freedom of Information Act 1982.

The audio recording shall be retained only until Council has confirmed the minutes of that meeting.

Attachment 2 - Council Meetings Operations Policy

2.6. Urgent Business

Urgent business shall only be admitted to an agenda if written notice setting out the proposed matter to be raised has been given to the Chairperson by 5pm prior to the meeting and the Chairperson has approved the admittance of the item.

The Chairperson shall advise the meeting of any matter(s) of urgent business that has been approved.

In regard to matters of urgent business that have been admitted to the meeting agenda, unless it is imperative that a decision be made on a particular item, the motion shall be that a further report be presented to the appropriate meeting at a future date.

3. Related Documents

- Yarra City Council Governance Rules

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11.7 Instruments of Delegation

Reference: D20/127472
Authoriser: Group Manager Chief Executive's Office

Purpose

1. To respond to the enactment of the Local Government Act 2020 ("2020 Act") and the repeal of sections of the Local Government Act 1989 ("1989 Act") by:

   (a) revoking the Instruments of Delegation made under section 86(3) and 98(1) of the 1989 Act and reviewing and remaking the instruments under section 11(1) of the 2020 Act; and

   (b) dissolving the special committees made under section 89 of the 1989 Act and re-establishing them as delegated committees under sections 63 and 64 of the 2020 Act, together with the necessary changes to their instruments of delegation.

Background

2. Council derives its powers from a wide range of legislative instruments primarily, but not exclusively, the Local Government Act 1989. In order to effectively and efficiently use these powers, Council delegates its powers to various staff and committees. This delegation is done by way of Instruments of Delegation – documents which are authorised by Council and set out what powers are delegated, to whom, and what conditions or limitations on the use of these powers apply.

3. Council currently has four instruments of delegation:

   (a) Instrument of Delegation from the Council to the Chief Executive Officer;

   (b) Instrument of Delegation from the Council to Council staff;

   (c) Instrument of Delegation from the Council to the Internal Development Approvals Committee; and

   (d) Instrument of Delegation from the Council to the Inner Melbourne Action Plan Implementation Committee.

4. With the repeal of sections of the 1989 Act and the making of the 2020 Act, the legislation that governs these instruments of delegation have changed, as has the actual powers themselves (where they now derive from the 2020 Act). Further, the legislative provisions that relate to the establishment of formal committees to which powers can be delegated in this way have also changed.

5. As a result of these changes, it is necessary to re-make all instruments of delegation, as well as re-establish any committees to which power is to be delegated.

6. The outcomes of the review of each instrument of delegation is set out below.

   <u>Chief Executive Officer</u>

7. The review of the current Instrument of Delegation to the Chief Executive Officer (which was endorsed in April 2020) identified two opportunities for improvement.

8. Firstly, the instrument contains a financial delegation limit of $750,000 – a level which has been in place for many years. Benchmarking with neighbouring and other inner Melbourne Councils shows that this level is relatively low. Further, a review of recent procurement matters presented to Council has identified an issue with the establishment of 'supplier panels', where the total budget available is used as the trigger to determine whether the decisions exceeds the CEO's delegation, despite all the individual contracts being well within the delegation levels.

9. Secondly, the instrument contains emergency provisions which were added in April 2020 as a result of the COVID-19 pandemic, which became necessary because, at the time, Council was unable to meet in a virtual setting. With this issue since having been resolved, these emergency provisions are no longer required.

10. In response to these identified issues and the need to update the instrument to reflect the 2020 Act, the proposed instrument of delegation differs from the current instrument in the following ways:

    (a) The level of financial delegation has been increased from $750,000 to an amount of $1 Million for a single transaction contract, or $750,000 per annum for a multi-year contract (to a maximum of five years), whichever is the greater;

    (b) The emergency provisions introduced in April 2020 in response to the COVID-19 pandemic have been removed;

    (c) A number of changes have been made to reflect the differences between section 98(1) of the 1989 Act and section 11(2) of the 2020 Act, which both set out those things which cannot be lawfully delegated; and

    (d) The legislative references in the instrument refer to the 2020 Act rather than the 1989 Act.

11. The officer's recommendation sets out the necessary steps to re-make the instrument of delegation to the CEO with the changes identified above. They can be found at Clause 1 of the recommendation.

Members of Council staff

12. The review of the instrument of delegation to members of Council staff identified a number of updates that have become necessary since the last review of this instrument in October 2017 Aside from these updates or legislative amendments, there have been no changes to the extent of delegation or limiting conditions.

13. The proposed instrument of delegation differs from the current instrument in the following ways:

    (a) The reference to the Heritage Act 1995 has been updated to reflect the Heritage Act 2017;

    (b) The Local Government Act 1989 has been included to include two specific provisions under the Local Government Act 1989 which require specific delegation to the CEO as they relate to Council's rating powers – provisions for environmental upgrade agreements and a cladding rectification charge;

    (c) Additional delegations in the Planning and Environment Act have been included, to reflect the passage of the Planning and Environment Amendment (Distinctive Areas and Landscapes) Bill 2017;

    (d) The position of Assistant Manager City Strategy has been included, with the same delegations as the Manager City Strategy to reflect a recent realignment in the organisation; and

    (e) The legislative references in the instrument refer to the 2020 Act rather than the 1989 Act.

14. The officer's recommendation sets out the necessary steps to re-make the instrument of delegation to members of Council Staff with the changes identified above. They can be found at Clause 2 of the recommendation.

Internal Development Approvals Committee / Planning Decisions Committee

15. The review of the current Instrument of Delegation to the Internal Development Approvals Committee (which was endorsed in October 2019) identified one opportunity for improvement.

16. The Internal Development Approvals Committee was established by Yarra's Commissioners in 1994, and was named 'internal' because, unlike other committees at the time which included members of the community, it was made up of solely of the Commissioners and members of Council staff. While the format and structure of IDAC has been reviewed on an ongoing basis (most recently in October 2019), the name still reflects its original structure – there is nothing "Internal" about the way IDAC is currently comprised, as staff do not form part of the committee. Further, the use of the word "Approvals" seems out of place, as it implies that the approval of applications should be the default position of the committee. After consulting with Councillors, and alternative name for the committee has been proposed.

17. In response to the identified issue and the need to update the instrument to reflect the 2020 Act, the proposed instrument of delegation differs from the current instrument in the following ways:

    (a) The instrument reflects the proposed new name of the committee - "Planning Decisions Committee";

    (b) The delegation applies to the "members of the committee" rather than the committee itself, with the caveat that the delegation only applies to the members when they are acting together as a committee. This is a legal distinction arising from changed language in the 2020 Act which recognises that a delegated committee is not a stand-alone legal entity to which power can be delegated; and

    (c) The legislative references in the instrument refer to the 2020 Act rather than the 1989 Act.

18. In addition to the new instrument of delegation, it is necessary to reconstitute the committee itself under section 63 of the 2020 Act and appoint its members. This report proposes no change to the composition or powers of the committee.

19. The officer's recommendation sets out the necessary steps to dissolve the existing committee, establish a new committee (including membership and meeting dates) and assign powers to the new committee by means of an instrument of delegation to members of the Planning Decisions Committee with the changes identified above. They can be found at Clauses 3, 4 and 5 of the recommendation.

<u>Inner Melbourne Action Plan Implementation Committee</u>

20. The Inner Melbourne Action Plan Implementation Committee is a committee jointly constituted by five inner Melbourne Councils – Maribyrnong, Melbourne, Port Phillip, Stonnington and Yarra. The committee has been undergoing a governance review since mid-2019, with the outcomes recently presented to the committee. The final determination on the review and the most appropriate structure cannot be determined ahead of the 1 September 2020 deadline. As a result, it is intended that Council re-constitute the committee as a 'Joint Delegated Committee' on identical terms to the four other member Councils to ensure continuity until such time as its long term governance structure can be determined by all member Councils.

21. The wording of the instrument of delegation (including its incorporated Terms of Reference) and the necessary supporting resolution have been provided by the Inner Melbourne Action Plan Implementation Committee secretariat, and it is necessary that they be endorsed on identical terms by all member Councils.

22. The proposed instrument of delegation differs from the current instrument in the following ways:

    (a) The delegation describes the committee as a "Joint Delegated Committee" - a new provision at section 64 of the 2020 Act which enables Council to jointly constitute committees of this type;

(b) The delegation applies to the “members of the committee” rather than the committee itself, with the caveat that the delegation only applies to the members when they are acting together as a committee. This is a legal distinction arising from changed language in the 2020 Act which recognises that a delegated committee is not a stand-alone legal entity to which power can be delegated; and

(c) The legislative references in the instrument refer to the 2020 Act rather than the 1989 Act.

23. In addition to the new instrument of delegation, it is necessary to reconstitute the committee itself under section 64 of the 2020 Act and appoint its members. This report proposes no change to the composition or powers of the committee.

24. The officer’s recommendation sets out the necessary steps to dissolve the existing committee, establish a new committee (including meeting dates and membership) and assign powers to the new committee by means of an instrument of delegation to members of the Planning Decisions Committee with the changes identified above. They can be found at Clauses 6, 7 and 8 of the recommendation.

External Consultation

25. The wording of the resolution and the content and structure of the four instruments of delegation has been provided by Council’s solicitors.

26. External consultation has taken place in relation to the necessary changes to the Inner Melbourne Action Plan Implementation Committee, with the proposed instrument of delegation having been agreed between the participating Councils.

Internal Consultation (One Yarra)

27. Internal consultation has taken place with the Strategic Planning department in relation to the new delegations introduced into the Planning and Environment Act 1989.

28. The draft instruments of delegation have been presented for discussion and feedback to Council’s Executive Team and to Councillors at an internal Governance Workshop.

Financial Implications

29. There are no financial implications of this report.

Economic Implications

30. There are no economic implications of this report.

Sustainability Implications

31. There are no sustainability implications of this report.

Climate Emergency Implications

32. There are no climate emergency implications of this report.

Social Implications

33. There are no social implications of this report.

Human Rights Implications

34. There are no human rights implications of this report.

Communications with CALD Communities Implications

35. No communications with CALD communities has taken place in the development of this report.

Council Plan, Strategy and Policy Implications

36. All instruments of delegation presented here contain the limitation that the delegate cannot act in a way that is contrary to Council policy. In this way, while various powers have been delegated to staff for administrative convenience, all such delegations are limited to the extent that they do comply with Council policy including, but not limited to, the Council Plan.

Legal Implications

37. With the change from the 1989 Act to the 2020 Act, it is necessary for Council to re-make its instruments of delegation in order to ensure continuity of operation. Without such a resolution, Council officers will be unable to make even every day routine decisions and the organisation will essentially come to a halt. Similarly, if the delegated committees are not reconstituted, then all matters previously referred to those Committees will need to be brought to Council.

38. With the change from the 1989 Act to the 2020 Act, it is necessary for Council to comply with a number of legislative requirements in accordance with a progressive program of implementation timeframes. Council officer have established an inter-departmental working group to continue to monitor the progress of the implementation program to ensure that Council meets its legislative responsibilities in this regard.

39. The adoption of these instruments of delegation (and other measures presented to this same meeting) brings Council up to date with its legislative obligations, with the next matters to be presented to Council being the Audit and Risk Committee Charter on 1 September 2020 and the Councillor Gift Policy on 15 September 2020.

Other Issues

40. There are no other issues identified in this report.

Options

41. There are no alternative options presented in this report.

42. It is open to Council to alter any of the instruments of delegation by alternative resolution.

Conclusion

43. It is recommended that Council take the necessary steps as set out in this report to re-make the four instruments of delegation as attached and dissolve and reconstitute its two delegated committees.

RECOMMENDATION

Delegation to the Chief Executive Officer

1. That in the exercise of the power conferred by s11(1)(b) of the Local Government Act 2020 Council resolves:

   (a) there be delegated to the person holding the position, or acting in or performing the duties, of Chief Executive Officer the powers, duties and functions set out in the Instrument of Delegation to the Chief Executive Officer at **Attachment One**, subject to the conditions and limitations specified in that Instrument;

   (b) the instrument comes into force immediately the common seal of Council is affixed to the instrument;

   (c) on the coming into force of the instrument all previous delegations to the Chief Executive Officer are revoked; and

   (d) the duties and functions set out in the instrument must be performed, and the powers set out in the instruments must be executed, in accordance with any guidelines or policies of Council that it may from time to time adopt.

Delegation to Members of Council Staff

2. That in the exercise of the powers conferred by the legislation referred to in the attached instrument of delegation, Council resolves:

   (a) there be delegated to the members of Council staff holding, acting in or performing the duties of the offices or positions referred to in the Instrument of Delegation to members of Council staff at **Attachment Two**, the powers, duties and functions set out in that instrument, subject to the conditions and limitations specified in that Instrument;

   (b) the instrument comes into force immediately the common seal of Council is affixed to the instrument;

   (c) on the coming into force of the instrument all previous delegations to members of Council staff (other than the Chief Executive Officer) are revoked; and

   (d) the duties and functions set out in the instrument must be performed, and the powers set out in the instruments must be executed, in accordance with any guidelines or policies of Council that it may from time to time adopt.

Planning Decisions Committee

3. That Council dissolve the Internal Development Approvals Committee, effective 31 August 2020.

4. That in the exercise of the power conferred by s63 of the Local Government Act 2020, Council establish a Delegated Committee called the Planning Decisions Committee and further declare that:

   (a) the membership comprises Cr Danae Bosler, Cr Mi-Lin Chen Yi Mei, Cr Misha Coleman, Cr Jackie Fristacky, Cr Stephen Jolly, Cr Daniel Nguyen, Cr Brigid O'Brien, Cr James Searle and Cr Amanda Stone;

   (b) the Chief Executive Officer, in consultation with Councillors, be authorised to determine a quarterly attendance roster allocating three Councillors to each meeting, with the Planning Decisions Committee membership for each meeting comprising those Councillors rostered to attend or their agreed substitute; and

   (c) the Planning Decisions Committee meet from 6.30pm on 9 September, 23 September, 14 October, 18 November, 2 December and 16 December 2020 and that the Chief Executive Officer be authorised to determine the location of meetings.

5. That in the exercise of the power conferred by s11(1)(a) of the Local Government Act 2020 Council resolves:

   (a) there be delegated to the members of the Planning Decisions Committee the powers, duties and functions set out in the Instrument of Delegation to Members of the Planning Decisions Committee at **Attachment Three**, subject to the conditions and limitations specified in that Instrument;

   (b) the instrument comes into force on 1 September 2020 once the Instrument of Delegation is signed by the Council and remains in force until Council determines to vary or revoke it; and

   (c) the duties and functions set out in the instrument must be performed, and the powers set out in the instruments must be executed, in accordance with any guidelines or policies of Council that it may from time to time adopt.

Inner Melbourne Action Plan Implementation Committee

6. That Council dissolve the Inner Melbourne Action Plan Implementation Committee, effective 31 August 2020.

7. That in the exercise of the power conferred by s64 of the Local Government Act 2020, Council establish a Joint Delegated Committee called the Inner Melbourne Action Plan Implementation Committee jointly with the City of Melbourne, the City of Port Phillip, the City of Stonnington and the Maribyrnong City Council and appoints as voting members the persons from time to time holding the positions of:
   (a) Mayor, Maribyrnong City Council;
   (b) Chair, Future Melbourne (Planning) Committee, City of Melbourne;
   (c) Mayor, City of Port Phillip;
   (d) Mayor, City of Stonnington;
   (e) Mayor, City of Yarra;
   (f) Chief Executive Officer, Maribyrnong City Council;
   (g) Chief Executive Officer, City of Melbourne;
   (h) Chief Executive Officer, City of Port Phillip;
   (i) Chief Executive Officer, City of Stonnington; and
   (j) Chief Executive Officer, City of Yarra.
8. That in the exercise of the power conferred by s11(1)(a) of the Local Government Act 2020 Council resolves:
   (a) there be delegated to the members of the Inner Melbourne Action Plan Implementation Committee the powers, duties and functions relevant to the Committee's governance arrangements in accordance with the Instrument of Delegation, Schedule and Terms of Reference in **Attachment Four**, subject to the conditions and limitations specified in that Instrument; and
   (b) the instrument comes into force on 1 September 2020 once the Instrument of Delegation is signed by the Council and remains in force until Council determines to vary or revoke it.

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

Attachments
1⇩ Instrument of Delegation to the Chief Executive Officer
2⇩ Instrument of Delegation to Members of Council staff
3⇩ Instrument of Delegation to the Planning Decisions Committee
4⇩ Instrument of Delegation to the Inner Melbourne Action Plan Implementation Committee

Attachment 1 - Instrument of Delegation to the Chief Executive Officer

INSTRUMENT OF DELEGATION BY THE COUNCIL TO THE CHIEF EXECUTIVE OFFICER

In exercise of the power conferred by section 11(1) of the Local Government Act 2020 (the Act) and all other powers enabling it, the Yarra City Council (Council) delegates to the member of Council staff holding, acting in or performing the position of Chief Executive Officer, the powers, duties and functions set out in the Schedule to this Instrument of Delegation, and declares that -

1. this Instrument of Delegation is authorised by a Resolution of Council passed on 18 August 2020;
2. the delegation -
   - 2.1. comes into force immediately the common seal of Council is affixed to this Instrument of Delegation;
   - 2.2. is subject to any conditions and limitations set out in the Schedule;
   - 2.3. must be exercised in accordance with any guidelines or policies which Council from time to time adopts; and
   - 2.4. remains in force until Council resolves to vary or revoke it.

The Common Seal of the Yarra City Council was affixed hereto in the presence of:

Cr Misha Coleman
Mayor
Yarra City Council

Vijaya Vaidyanath
Chief Executive Officer
Yarra City Council

18 August 2020

This document was witnessed by audio-visual link in accordance with the COVID-19 Omnibus (Emergency Measures) (Electronic Signing and Witnessing) Regulations 2020.

Attachment 1 - Instrument of Delegation to the Chief Executive Officer

SCHEDULE

The power to determine any issue, take any action or do any act or thing arising out of or connected with any duty imposed, or function or power conferred on Council by or under any Act.

Conditions and Limitations

The delegate must not determine the issue, take the action or do the act or thing:

1. if the issue, action, act or thing is an issue, action, act or thing which involves:
    1.1. entering into a contract exceeding the value of:
        1.1.1. $1 Million (excluding GST) for a single transaction; or
        1.1.2. in the case of a multi-year contract, $750,000 (excluding GST) per annum for the initial term of a contract of up to 5 years or subsequent terms of a contract of up to 2 years.
    1.2. appointing an Acting Chief Executive Officer for a period exceeding 28 days;
    1.3. electing a Mayor or Deputy Mayor;
    1.4. granting a reasonable request for leave under s 35 of the Act;
    1.5. making any decision in relation to the employment, dismissal or removal of the Chief Executive Officer;
    1.6. approving or amending the Council Plan;
    1.7. adopting or amending any policy that Council is required to adopt under the Act;
    1.8. adopting or amending the Governance Rules;
    1.9. appointing the chair or the members to a delegated committee;
    1.10. making, amending or revoking a local law;
    1.11. approving the Budget or Revised Budget;
    1.12. approving the borrowing of money;
    1.13. subject to section 181H(1)(b) of the Local Government Act 1989, declaring general rates, municipal charges, service rates and charges and specified rates and charges;
2. if the issue, action, act or thing is an issue, action, act or thing which is required by law to be done by Council resolution;
3. if the issue, action, act or thing is an issue, action or thing which Council has previously designated as an issue, action, act or thing which must be the subject of a Resolution of Council;
4. if the determining of the issue, taking of the action or doing of the act or thing would or would be likely to involve a decision which is inconsistent with a policy or strategy adopted by Council;
5. if the determining of the issue, the taking of the action or the doing of the act or thing cannot be the subject of a lawful delegation, whether on account of s 11(2)(a)-(n) (inclusive) of the Act or otherwise; or
6. the determining of the issue, the taking of the action or the doing of the act or thing is already the subject of an exclusive delegation to another member of Council staff.

DRAFT

Attachment 2 - Instrument of Delegation to Members of Council staff

INSTRUMENT OF DELEGATION BY THE COUNCIL TO MEMBERS OF COUNCIL STAFF

In exercise of the powers conferred by the legislation referred to in the attached Schedule, the Council:

1. delegates each duty and/or function and/or power described in column 1 of the Schedule (and summarised in column 2 of the Schedule) to the member of Council staff holding, acting in or performing the duties of the Chief Executive Officer or the office or position described opposite each such duty and/or function and/or power in column 3 of the Schedule;

2. records that a reference in the Schedule to:

AMCS	**means**	Assistant Manager City Strategy; Manager City Strategy; AND Director Planning and Place Making
CEO	**means**	Chief Executive Officer
CHP	**means**	Coordinator Health Protection; Manager Compliance and Parking Services; AND Director Corporate, Business and Finance
CMO	**means**	Construction Management Officer; Coordinator Construction Management and Support; Manager Construction Management; AND Director City Works and Assets
DCWA	**means**	Director City Works and Assets
DPPM	**means**	Director Planning and Place Making
EHO	**means**	Environmental Health Officer; Team Leader Health Protection; Coordinator Health Protection; Manager Compliance and Parking Services; AND Director Corporate, Business and Finance
Group 1	**means**	Director Planning and Place Making; Manager City Strategy; Assistant Manager City Strategy; Manager Statutory Planning; Coordinator Statutory Planning; Senior Coordinator Strategic Planning; AND Appeals Advocate

Group 2	**means**	Director Planning and Place Making; Manager City Strategy; Assistant Manager City Strategy; Manager Statutory Planning; Coordinator Statutory Planning; Senior Coordinator Strategic Planning; Project and Policy Coordinator, Strategic Planning; Appeals Advocate; Principal Planner; Senior Statutory Planner; Senior Strategic Planner; AND Subdivision Planner
Group 3	**means**	Director Planning and Place Making; Manager City Strategy; Assistant Manager City Strategy; Manager Statutory Planning; Coordinator Statutory Planning; Senior Coordinator Strategic Planning; Project and Policy Coordinator, Strategic Planning; Appeals Advocate; Principal Planner; Senior Statutory Planner; Senior Strategic Planner; Statutory Planner; Strategic Planner; AND Subdivision Planner
MCM	**means**	Manager Construction Management; AND Director City Works and Assets
MCPS	**means**	Manager Compliance and Parking Services; AND Director Corporate, Business and Finance
MEAM	**means**	Manager Engineering and Asset Management; AND Director City Works and Assets
MSP	**means**	Manager Statutory Planning; AND Director Planning and Place Making
PO	**means**	All statutory and strategic planning officers and planning administrative staff; AND Director Planning and Place Making
SCPS	**means**	Senior Coordinator Property Services; AND Group Manager Chief Executive's Office
SGA	**means**	Senior Governance Advisor; AND Group Manager Chief Executive's Office
TLHP	**means**	Team Leader Health Protection; Coordinator Health Protection; Manager Compliance and Parking Services; AND Director Corporate, Business and Finance

3. declares that:

   3.1. this Instrument of Delegation is authorised by a resolution of Council passed on 18 August 2020; and

   3.2. the delegation:

      3.2.1. comes into force immediately the common seal of Council is affixed to this Instrument of Delegation;

      3.2.2. remains in force until varied or revoked;

      3.2.3. is subject to any conditions and limitations set out in sub-paragraph 3.3, and the Schedule; and

      3.2.4. must be exercised in accordance with any guidelines or policies which Council from time to time adopts; and

   3.3. the delegate must not determine the issue, take the action or do the act or thing:

      3.3.1. if the issue, action, act or thing is an issue, action or thing which Council has previously designated as an issue, action, act or thing which must be the subject of a Resolution of Council; or

      3.3.2. if the determining of the issue, taking of the action or doing of the act or thing would or would be likely to involve a decision which is inconsistent with a

         (a) policy; or

         (b) strategy

         adopted by Council; or

      3.3.3. if the determining of the issue, the taking of the action or the doing of the act or thing cannot be the subject of a lawful delegation; or

      3.3.4. the determining of the issue, the taking of the action or the doing of the act or thing is already the subject of an exclusive delegation to another member of Council staff or delegated committee.

The Common Seal of the Yarra City Council was affixed hereto in the presence of:

Cr Misha Coleman **Mayor** **Yarra City Council**	**Vijaya Vaidyanath** **Chief Executive Officer** **Yarra City Council**

18 August 2020

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Attachment 2 - Instrument of Delegation to Members of Council staff

SCHEDULE

INDEX

DOMESTIC ANIMALS ACT 1994 5
ENVIRONMENT PROTECTION ACT 1970 6
FOOD ACT 1984 7
HERITAGE ACT 2017 12
LOCAL GOVERNMENT ACT 1989 13
PLANNING AND ENVIRONMENT ACT 1987 14
RAIL SAFETY (LOCAL OPERATIONS) ACT 2006 50
RESIDENTIAL TENANCIES ACT 1997 52
ROAD MANAGEMENT ACT 2004 54
PLANNING AND ENVIRONMENT REGULATIONS 2015 65
PLANNING AND ENVIRONMENT (FEES) REGULATIONS 2016 66
ROAD MANAGEMENT (GENERAL) REGULATIONS 2016 67
ROAD MANAGEMENT (WORKS AND INFRASTRUCTURE) REGULATIONS 2015 69

Attachment 2 - Instrument of Delegation to Members of Council staff

DOMESTIC ANIMALS ACT 1994			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS AND LIMITATIONS**
s.41A(1)	power to declare a dog to be a menacing dog	MCPS	Council may delegate this power to a Council authorised officer

Attachment 2 - Instrument of Delegation to Members of Council staff

ENVIRONMENT PROTECTION ACT 1970			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
s.53M(3)	power to require further information	EHO	
s.53M(4)	duty to advise applicant that application is not to be dealt with	EHO	
s.53M(5)	duty to approve plans, issue permit or refuse permit	EHO	refusal must be ratified by council or it is of no effect
s.53M(6)	power to refuse to issue septic tank permit	EHO	refusal must be ratified by council or it is of no effect
s.53M(7)	duty to refuse to issue a permit in circumstances in (a)-(c)	EHO	refusal must be ratified by council or it is of no effect

Attachment 2 - Instrument of Delegation to Members of Council staff

FOOD ACT 1984			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
s.19(2)(a)	power to direct by written order that the food premises be put into a clean and sanitary condition	TLHP	If section 19(1) applies
s.19(2)(b)	power to direct by written order that specified steps be taken to ensure that food prepared, sold or handled is safe and suitable	TLHP	If section 19(1) applies
s.19(3)	power to direct by written order that the food premises not be kept or used for the sale, or handling for sale, of any food, or for the preparation of any food, or for any other specified purpose, or for the use of any specified equipment or a specified process	CHP	If section 19(1) applies Only in relation to temporary food premises or mobile food premises
s.19(4)(a)	power to direct that an order made under section 19(3)(a) or (b), (i) be affixed to a conspicuous part of the premises, and (ii) inform the public by notice in a published newspaper or otherwise	CHP	If section 19(1) applies
s.19(6)(a)	duty to revoke any order under section 19 if satisfied that an order has been complied with	TLHP	If section 19(1) applies
s.19(6)(b)	duty to give written notice of revocation under section 19(6)(a) if satisfied that an order has been complied with	TLHP	If section 19(1) applies
s.19AA(2)	power to direct, by written order, that a person must take any of the actions described in (a)-(c).	TLHP	where council is the registration authority

Attachment 2 - Instrument of Delegation to Members of Council staff

FOOD ACT 1984			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
s.19AA(4)(c)	power to direct, in an order made under s.19AA(2) or a subsequent written order, that a person must ensure that any food or class of food is not removed from the premises	TLHP	Note: the power to direct the matters under s.19AA(4)(a) and (b) not capable of delegation and so such directions must be made by a Council resolution
s.19AA(7)	duty to revoke order issued under s.19AA and give written notice of revocation, if satisfied that that order has been complied with	TLHP	where council is the registration authority
s.19CB(4)(b)	power to request copy of records	EHO	where council is the registration authority
s.19E(1)(d)	power to request a copy of the food safety program	EHO	where council is the registration authority
s.19GB	power to request proprietor to provide written details of the name, qualification or experience of the current food safety supervisor	EHO	where council is the registration authority
s.19M(4)(a) & (5)	power to conduct a food safety audit and take actions where deficiencies are identified	-	where council is the registration authority
s.19NA(1)	power to request food safety audit reports	EHO	where council is the registration authority
s.19U(3)	power to waive and vary the costs of a food safety audit if there are special circumstances	MCPS	
s.19UA	power to charge fees for conducting a food safety assessment or inspection	CHP	except for an assessment required by a declaration under section 19C or an inspection under sections 38B(1)(c) or 39.

Attachment 2 - Instrument of Delegation to Members of Council staff

FOOD ACT 1984			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
s 19W	power to direct a proprietor of a food premises to comply with any requirement under Part IIIB	EHO	where council is the registration authority
s 19W(3)(a)	power to direct a proprietor of a food premises to have staff at the premises undertake training or instruction	CHP	where council is the registration authority
s 19W(3)(b)	power to direct a proprietor of a food premises to have details of any staff training incorporated into the minimum records required to be kept or food safety program of the premises	EHO	where council is the registration authority
---	power to register, renew or transfer registration	EHO	where council is the registration authority refusal to grant/renew/transfer registration must be ratified by Council or the CEO (see section 58A(2))
s 38AA(5)	power to (a) request further information; or (b) advise the proprietor that the premises must be registered if the premises are not exempt	EHO	where council is the registration authority
s 38AB(4)	power to fix a fee for the receipt of a notification under section 38AA in accordance with a declaration under subsection (1)	CHP	where council is the registration authority
s 38A(4)	power to request a copy of a completed food safety program template	EHO	where council is the registration authority
s 38B(1)(a)	duty to assess the application and determine which class of food premises under section 19C the food premises belongs	EHO	where council is the registration authority

Attachment 2 - Instrument of Delegation to Members of Council staff

FOOD ACT 1984			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
s 38B(1)(b)	duty to ensure proprietor has complied with requirements of s 38A	EHO	where council is the registration authority
s 38B(2)	duty to be satisfied of the matters in section 38B(2)(a)-(b)	EHO	where council is the registration authority
s 38D(1)	duty to ensure compliance with the applicable provisions of s 38C and inspect the premises if required by s 39	EHO	where council is the registration authority
s 38D(2)	duty to be satisfied of the matters in section 38D(2)(a)-(d)	EHO	where council is the registration authority
s 38D(3)	power to request copies of any audit reports	EHO	where council is the registration authority
s 38E(2)	power to register the food premises on a conditional basis	EHO	where council is the registration authority; not exceeding the prescribed time limit defined under subsection (5).
s 38E(4)	duty to register the food premises when conditions are satisfied	EHO	where council is the registration authority
s 38F(3)(b)	power to require proprietor to comply with requirements of this Act	EHO	where council is the registration authority
s 39A	power to register, renew or transfer food premises despite minor defects	EHO	where council is the registration authority only if satisfied of matters in subsections (2)(a)-(c)
s 40(2)	power to incorporate the certificate of registration in one document with any certificate of registration under Part 6 of the *Public Health and Wellbeing Act* 2008	EHO	

Attachment 2 - Instrument of Delegation to Members of Council staff

FOOD ACT 1984			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
s 40C(2)	power to grant or renew the registration of food premises for a period of less than 1 year	EHO	where council is the registration authority
s 40D(1)	power to suspend or revoke the registration of food premises	CHP	where council is the registration authority
s 43F(6)	duty to be satisfied that registration requirements under Division 3 have been met prior to registering, transferring or renewing registration of a component of a food business	EHO	where council is the registration authority
s 43F(7)	power to register the components of the food business that meet requirements in Division 3 and power to refuse to register the components that do not meet the requirements	EHO	where council is the registration authority
s 46(5)	power to institute proceedings against another person where the offence was due to an act or default by that other person and where the first person charged could successfully defend a prosecution, without proceedings first being instituted against the person first charged	EHO	where council is the registration authority

Attachment 2 - Instrument of Delegation to Members of Council staff

HERITAGE ACT 2017			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
s 116	power to sub-delegate Executive Director's functions, duties or powers	DPPM	Must first obtain Executive Director's written consent. Council can only sub-delegate if the Instrument of Delegation from the Executive Director authorises sub-delegation.

Attachment 2 - Instrument of Delegation to Members of Council staff

LOCAL GOVERNMENT ACT 1989			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
s 181H	Power to enter into an environmental upgrade agreement on behalf of Council and declare and levy an environmental upgrade charge	CEO	
s 185L(4)	Power to declare and levy a cladding rectification charge	CEO	

Attachment 2 - Instrument of Delegation to Members of Council staff

PLANNING AND ENVIRONMENT ACT 1987			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
s 4B	power to prepare an amendment to the Victorian Planning Provisions	DPPM	if authorised by the Minister
s 4G	function of receiving prescribed documents and a copy of the Victorian Planning Provisions from the Minister	Group 1	
s 4H	duty to make amendment to Victorian Planning Provisions available	PO	
s 4I	duty to keep Victorian Planning Provisions and other documents available	PO	
s 8A(2)	power to prepare amendment to the planning scheme where the Minister has given consent under s.8A	DPPM	
s 8A(3)	power to apply to Minister to prepare an amendment to the planning scheme	DPPM	
s 8A(5)	function of receiving notice of the Minister's decision	Group 1	
s 8A(7)	power to prepare the amendment specified in the application without the Minister's authorisation if no response received after 10 business days	DPPM	
s 8B(2)	power to apply to the Minister for authorisation to prepare an amendment to the planning scheme of an adjoining municipal district	DPPM	
s 12(3)	power to carry out studies and do things to ensure proper use of land and consult with other persons to ensure co-ordination of planning scheme with these persons	Group 1	

Attachment 2 - Instrument of Delegation to Members of Council staff

PLANNING AND ENVIRONMENT ACT 1987			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
s 12A(1)	duty to prepare a municipal strategic statement (including power to prepare a municipal strategic statement under section 19 of the *Planning and Environment (Planning Schemes) Act* 1996)	DPPM	
s 12B(1)	duty to review planning scheme	Group 1	
s 12B(2)	duty to review planning scheme at direction of Minister	Group 1	
s 12B(5)	duty to report findings of review of planning scheme to Minister without delay	Group 1	
s 14	duties of a Responsible Authority as set out in subsections (a) to (d)	CMO; PO	
s 17(1)	duty of giving copy amendment to the planning scheme	Group 3	
s 17(2)	duty of giving copy s.173 agreement	Group 3	
s 17(3)	duty of giving copy amendment, explanatory report and relevant documents to the Minister within 10 business days	Group 3	
s 18	duty to make amendment etc. available	PO	
s 19	power to give notice, to decide not to give notice, to publish notice of amendment to a planning scheme and to exercise any other power under section 19 to a planning scheme	Group 1	

Attachment 2 - Instrument of Delegation to Members of Council staff

PLANNING AND ENVIRONMENT ACT 1987			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
s 19	function of receiving notice of preparation of an amendment to a planning scheme	AMCS	where Council is not the planning authority and the amendment affects land within Council's municipal district; or where the amendment will amend the planning scheme to designate Council as an acquiring authority.
s 20(1)	power to apply to Minister for exemption from the requirements of section 19	Group 1	
s 21(2)	duty to make submissions available	Group 3	
s 21A(4)	duty to publish notice in accordance with section	Group 1	
s 22	duty to consider all submissions	Group 1	except submissions which request a change to the items in s 22(5)(a) and (b)
s 23(1)(b)	duty to refer submissions which request a change to the amendment to a panel	AMCS	
s 23(2)	power to refer to a panel submissions which do not require a change to the amendment	Group 1	
s 24	function to represent council and present a submission at a panel hearing (including a hearing referred to in section 96D)	Group 3	

Attachment 2 - Instrument of Delegation to Members of Council staff

PLANNING AND ENVIRONMENT ACT 1987			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
s 26(1)	power to make report available for inspection	DPPM	
s 26(2)	duty to keep report of panel available for inspection	DPPM	
s 27(2)	power to apply for exemption if panel's report not received	Group 1	
s 28	duty to notify the Minister if abandoning an amendment	DPPM	Note: the power to make a decision to abandon an amendment cannot be delegated
s 30(4)(a)	duty to say if amendment has lapsed	DPPM	
s 30(4)(b)	duty to provide information in writing upon request	DPPM	
s 32(2)	duty to give more notice if required	Group 1	
s 33(1)	duty to give more notice of changes to an amendment	Group 1	
s 36(2)	duty to give notice of approval of amendment	Group 1	
s 38(5)	duty to give notice of revocation of an amendment	Group 1	
s 39	function of being a party to a proceeding commenced under section 39 and duty to comply with determination by VCAT	Group 1	
s 40(1)	function of lodging copy of approved amendment	Group 1	
s 41	duty to make approved amendment available	PO	

Attachment 2 - Instrument of Delegation to Members of Council staff

PLANNING AND ENVIRONMENT ACT 1987			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
s 42	duty to make copy of planning scheme available	PO	
s 46AAA	duty to prepare an amendment to a planning scheme that relates to Yarra River land that is not inconsistent with anything in a Yarra Strategic Plan which is expressed to be binding on the responsible public entity	AMCS	
s 46AX	Function of receiving a draft Statement of Planning Policy and written direction in relation to the endorsement of the draft Statement of Planning Policy Power to endorse the draft Statement of Planning Policy	Not delegated	Where Council is a responsible public entity
s 46AZC(2)	Duty not to prepare an amendment to a declared area planning scheme that is inconsistent with a Statement of Planning Policy for the declared area that is expressed to be binding on the responsible public entity	Not delegated	Where Council is a responsible public entity
s 46AZK	Duty not to act inconsistently with any provision of the Statement of Planning Policy that is expressed to be binding on the public entity when performing a function or duty or exercising a power in relation to the declared area	Not delegated	Where Council is a responsible public entity
s 46GI(2)(b)(i)	Power to agree to a lower rate of standard levy for a class of development of a particular type of land than the rate specified in a Minister's direction	Not delegated	Where Council is the planning authority, the municipal Council of the municipal district in which the land is located and/or the development agency

Attachment 2 - Instrument of Delegation to Members of Council staff

PLANNING AND ENVIRONMENT ACT 1987			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
s 46GJ(1)	Function of receiving written directions from the Minister in relation to the preparation and content of infrastructure contributions plans	Not delegated	
s 46GK	Duty to comply with a Minister's direction that applies to Council as the planning authority	Not delegated	
s 46GN(1)	Duty to arrange for estimates of values of inner public purpose land	Not delegated	
s 46GO(1)	Duty to give notice to owners of certain inner public purpose land	Not delegated	
s 46GP	Function of receiving a notice under s 46GO	Not delegated	Where Council is the collecting agency
s 46GQ	Function of receiving a submission from an affected owner who objects to the estimated value per hectare (or other appropriate unit of measurement) of the inner public purpose land	Not delegated	
s 46GR(1)	Duty to consider every submission that is made by the closing date for submissions included in the notice under s 46GO	Not delegated	
s 46GR(2)	Power to consider a late submission Duty to consider a late submission if directed to do so by the Minister	Not delegated	
s 46GS(1)	Power to accept or reject the estimate of the value of the inner public purpose land in a submission made under s 46GQ	Not delegated	

Attachment 2 - Instrument of Delegation to Members of Council staff

PLANNING AND ENVIRONMENT ACT 1987			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
s 46GS(2)	Duty, if Council rejects the estimate of the value of the inner public purpose land in the submission, to refer the matter to the valuer-general, and notify the affected owner of the rejection and that the matter has been referred to the valuer-general	Not delegated	
s 46GT(2)	Duty to pay half of the fee fixed by the valuer-general for arranging and attending the conference	Not delegated	
s 46GT(4)	Function of receiving, from the valuer-general, written confirmation of the agreement between the planning authority's valuer and the affected owner's valuer as to the estimated value of the inner public purpose land	Not delegated	
s 46GT(6)	Function of receiving, from the valuer-general, written notice of a determination under s 46GT(5)	Not delegated	
s 46GU	Duty not to adopt an amendment under s 29 to an infrastructure contributions plan that specifies a land credit amount or a land equalisation amount that relates to a parcel of land in the ICP plan area of the plan unless the criteria in s 46GU(1)(a) and (b) are met	Not delegated	
s 46GV(3)	Function of receiving the monetary component and any land equalisation amount of the infrastructure contribution Power to specify the manner in which the payment is to be made	Not delegated	Where Council is the collecting agency
s 46GV(3)(b)	Power to enter into an agreement with the applicant	Not delegated	Where Council is the collecting agency

Attachment 2 - Instrument of Delegation to Members of Council staff

PLANNING AND ENVIRONMENT ACT 1987			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
s 46GV(4)(a)	Function of receiving the inner public purpose land in accordance with s 46GV(5) and (6)	Not delegated	Where Council is the development agency
s 46GV(4)(b)	Function of receiving the inner public purpose land in accordance with s 46GV(5) and (6)	Not delegated	Where Council is the collecting agency
s 46GV(7)	Duty to impose the requirements set out in s 46GV(3) and (4) as conditions on the permit applied for by the applicant to develop the land in the ICP plan area	Not delegated	
s 46GV(9)	Power to require the payment of a monetary component or the provision of the land component of an infrastructure contribution to be secured to Council's satisfaction	Not delegated	Where Council is the collecting agency
s 46GX(1)	Power to accept works, services or facilities in part or full satisfaction of the monetary component of an infrastructure contribution payable	Not delegated	Where Council is the collecting agency
s 46GX(2)	Duty, before accepting the provision of works, services or facilities by an applicant under s 46GX(1), to obtain the agreement of the development agency or agencies specified in the approved infrastructure contributions plan	Not delegated	Where Council is the collecting agency
s 46GY(1)	Duty to keep proper and separate accounts and records	Not delegated	Where Council is the collecting agency

Attachment 2 - Instrument of Delegation to Members of Council staff

PLANNING AND ENVIRONMENT ACT 1987			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
s 46GY(2)	Duty to keep the accounts and records in accordance with the Local Government Act 2020	Not delegated	Where Council is the collecting agency
s 46GZ(2)(a)	Duty to forward any part of the monetary component that is imposed for plan preparation costs to the planning authority that incurred those costs	Not delegated	Where Council is the collecting agency under an approved infrastructure contributions plan This duty does not apply where Council is that planning authority
s 46GZ(2)(a)	Function of receiving the monetary component	Not delegated	Where the Council is the planning authority This duty does not apply where Council is also the collecting agency
s 46GZ(2)(b)	Duty to forward any part of the monetary component that is imposed for the provision of works, services or facilities to the development agency that is specified in the plan as responsible for those works, services or facilities	Not delegated	Where Council is the collecting agency under an approved infrastructure contributions plan This provision does not apply where Council is also the relevant development agency
s 46GZ(2)(b)	Function of receiving the monetary component	Not delegated	Where Council is the development agency under an approved infrastructure contributions plan This provision does not apply where Council is also the collecting agency

Attachment 2 - Instrument of Delegation to Members of Council staff

PLANNING AND ENVIRONMENT ACT 1987			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
s 46GZ(4)	Duty to use any land equalisation amounts to pay land credit amounts under s 46GZ(7), except any part of those amounts that are to be forwarded to a development agency under s 46GZ(5)	Not delegated	Where Council is the collecting agency under an approved infrastructure contributions plan
s 46GZ(5)	Duty to forward any part of a land equalisation amount required for the acquisition of outer public purpose land by a development agency specified in the approved infrastructure contributions plan to that development agency	Not delegated	Where Council is the collecting agency under an approved infrastructure contributions plan This provision does not apply where Council is also the relevant development agency
s 46GZ(5)	Function of receiving any part of a land equalisation amount required for the acquisition of outer public purpose land	Not delegated	Where Council is the development agency specified in the approved infrastructure contributions plan This provision does not apply where Council is also the collecting agency
s 46GZ(7)	Duty to pay to each person who must provide an infrastructure contribution under the approved infrastructure contributions plan any land credit amount to which the person is entitled under s 46GW	Not delegated	Where Council is the collecting agency under an approved infrastructure contributions plan

Attachment 2 - Instrument of Delegation to Members of Council staff

PLANNING AND ENVIRONMENT ACT 1987			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
s 46GZ(9)	Duty to transfer the estate in fee simple in the land to the development agency specified in the approved infrastructure contributions plan as responsible for the use and development of that land	Not delegated	If any inner public purpose land is vested in Council under the Subdivision Act 1988 or acquired by Council before the time it is required to be provided to Council under s 46GV(4) Where Council is the collecting agency under an approved infrastructure contributions plan This duty does not apply where Council is also the development agency
s 46GZ(9)	Function of receiving the fee simple in the land	Not delegated	Where Council is the development agency under an approved infrastructure contributions plan This duty does not apply where Council is also the collecting agency
s 46GZA(1)	Duty to keep proper and separate accounts and records	Not delegated	Where Council is a development agency under an approved infrastructure contributions plan
s 46GZA(2)	Duty to keep the accounts and records in accordance with the Local Government Act 2020	Not delegated	Where Council is a development agency under an approved infrastructure contributions plan
s 46GZB(3)	Duty to follow the steps set out in s 46GZB(3)(a) – (c)	Not delegated	Where Council is a development agency under an approved infrastructure contributions plan

Attachment 2 - Instrument of Delegation to Members of Council staff

PLANNING AND ENVIRONMENT ACT 1987			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
s 46GZB(4)	Duty, in accordance with requirements of the VPA, to report on the use of the infrastructure contribution in the development agency's annual report and provide reports on the use of the infrastructure contribution to the VPA	Not delegated	If the VPA is the collecting agency under an approved infrastructure contributions plan Where Council is a development agency under an approved infrastructure contributions plan
s 46GZD(2)	Duty, within 6 months after the date on which the approved infrastructure contributions plan expires, to follow the steps set out in s 46GZD(2)(a) and (b)	Not delegated	Where Council is the development agency under an approved infrastructure contributions plan
s 46GZD(3)	Duty to follow the steps set out in s 46GZD(3)(a) and (b)	Not delegated	Where Council is the collecting agency under an approved infrastructure contributions plan
s 46GZD(5)	Duty to make payments under s 46GZD(3) in accordance with ss 46GZD(5)(a) and 46GZD(5)(b)	Not delegated	Where Council is the collecting agency under an approved infrastructure contributions plan
s 46GZE(2)	Duty to forward the land equalisation amount back to the collecting agency within 6 months after the expiry date if any part of a land equalisation amount paid or forwarded to a development agency for acquiring outer public purpose land has not been expended by the development agency to acquire that land at the date on which the approved infrastructure contributions plan expires	Not delegated	Where Council is the development agency under an approved infrastructure contributions plan This duty does not apply where Council is also the collecting agency
s 46GZE(2)	Function of receiving the unexpended land equalisation amount	Not delegated	Where Council is the collecting agency under an approved infrastructure contributions plan This duty does not apply where Council is also the development agency

Attachment 2 - Instrument of Delegation to Members of Council staff

PLANNING AND ENVIRONMENT ACT 1987			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
s 46GZE(3)	Duty, within 12 months after the date on which the approved infrastructure contributions plan expires, to follow the steps set out in s 46GZE(3)(a) and (b)	Not delegated	Where Council is the collecting agency under an approved infrastructure contributions plan
s 46GZF(2)	Duty, within 12 months after the date on which the approved infrastructure contributions plan expires, to use the public purpose land for a public purpose approved by the Minister or sell the public purpose land	Not delegated	Where Council is the development agency under an approved infrastructure contributions plan
s 46GZF(3)	Duty, if land is sold under s 46GZF(2)(b), to follow the steps in s 46GZF(3)(a) and (b)	Not delegated	Where Council is the development agency under an approved infrastructure contributions plan
s 46GZF(3)	s 46GZF(3)(a) function of receiving proceeds of sale	Not delegated	Where Council is the collection agency under an approved infrastructure contributions plan This provision does not apply where Council is also the development agency
s 46GZF(4)	Duty to divide the proceeds of the public purpose land among the current owners of each parcel of land in the ICP plan area and pay each current owner a portion of the proceeds in accordance with s 46GZF(5)	Not delegated	Where Council is the collecting agency under an approved infrastructure contributions plan
s 46GZF(6)	Duty to make the payments under s 46GZF(4) in accordance with s 46GZF(6)(a) and (b)	Not delegated	Where Council is the collecting agency under an approved infrastructure contributions plan

Attachment 2 - Instrument of Delegation to Members of Council staff

PLANNING AND ENVIRONMENT ACT 1987			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
s 46GZH	Power to recover the monetary component, or any land equalisation amount of the land component, payable under Part 3AB as a debt in any court of competent jurisdiction	Not delegated	Where Council is the collecting agency under an approved infrastructure contributions plan
s 46GZI	Duty to prepare and give a report to the Minister at the times required by the Minister	Not delegated	Where Council is a collecting agency or development agency
s 46GZK	Power to deal with public purpose land which has vested in, been acquired by, or transferred to, Council	Not delegated	Where Council is a collecting agency or development agency
s 46LB(3)	Duty to publish, on Council's Internet site, the payable dwelling amount for a financial year on or before 1 July of each financial year for which the amount is adjusted under s 46LB (2)	Not delegated	
s 46N(1)	duty to include condition in permit regarding payment of development infrastructure levy	Group 1	
s 46N(2)(c)	function of determining time and manner for receipt of development contributions levy	Group 1	
s 46N(2)(d)	power to enter into an agreement with the applicant regarding payment of development infrastructure levy	Group 1	
s 46O(1)(a) & (2)(a)	power to ensure that community infrastructure levy is paid, or agreement is in place, prior to issuing building permit	Group 1	

Attachment 2 - Instrument of Delegation to Members of Council staff

PLANNING AND ENVIRONMENT ACT 1987			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
s 46O(1)(d) & (2)(d)	power to enter into agreement with the applicant regarding payment of community infrastructure levy	Group 1	
s 46P(1)	power to require payment of amount of levy under section 46N or section 46O to be satisfactorily secured	Group 1	
s 46P(2)	power to accept provision of land, works, services or facilities in part or full payment of levy payable	Group 1	
s 46Q(1)	duty to keep proper accounts of levies paid	MSP	
s 46Q(1A)	duty to forward to development agency part of levy imposed for carrying out works, services, or facilities on behalf of development agency or plan preparation costs incurred by a development agency	Group 1	
s 46Q(2)	duty to apply levy only for a purpose relating to the provision of plan preparation costs or the works, services and facilities in respect of which the levy was paid etc	Group 1	
s 46Q(3)	power to refund any amount of levy paid if it is satisfied the development is not to proceed	Group 1	only applies when levy is paid to Council as a 'development agency'
s 46Q(4)(c)	duty to pay amount to current owners of land in the area if an amount of levy has been paid to a municipal council as a development agency for plan preparation costs incurred by the council or for the provision by the council of works, services or facilities in an area under s.46Q(4)(a)	Group 1	must be done within six months of the end of the period required by the development contributions plan and with the consent of, and in the manner approved by, the Minister

Attachment 2 - Instrument of Delegation to Members of Council staff

PLANNING AND ENVIRONMENT ACT 1987			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
s 46Q(4)(d)	duty to submit to the Minister an amendment to the approved development contributions plan	Group 1	must be done in accordance with Part 3
s46Q(4)(e)	duty to expend that amount on other works etc.	MSP	with the consent of, and in the manner approved by, the Minister
s 46QC	power to recover any amount of levy payable under Part 3B	Group 1	
s 46QD	duty to prepare report and give a report to the Minister	MSP	where council is a collecting agency or development agency
s 46V(3)	duty to make a copy of the approved strategy plan (being the Melbourne Airport Environs Strategy Plan) and any documents lodged with it available	PO	
s 46Y	duty to carry out works in conformity with the approved strategy plan	Group 1	
s 47	power to decide that an application for a planning permit does not comply with that Act	Group 1	
s 49(1)	duty to keep a register of all applications for permits and determinations relating to permits	PO	
s 49(2)	duty to make register available for inspection	PO	
s 50(4)	duty to amend application	Group 3	

Attachment 2 - Instrument of Delegation to Members of Council staff

PLANNING AND ENVIRONMENT ACT 1987			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
s 50(5)	power to refuse to amend application	Group 1	
s 50(6)	duty to make note of amendment to application in register	Group 3	
s 50A(1)	power to make amendment to application	Group 3	
s 50A(3)	power to require applicant to notify owner and make a declaration that notice has been given	Group 3	
s 50A(4)	duty to note amendment to application in register	Group 3	
s 51	duty to make copy of application available for inspection	PO	
s 52(1)(a)	duty to give notice of the application to owners/occupiers of adjoining allotments unless satisfied that the grant of permit would not cause material detriment to any person	Group 3	
s 52(1)(b)	duty to give notice of the application to other municipal councils where appropriate	Group 3	
s 52(1)(c)	duty to give notice of the application to all persons required by the planning scheme	Group 3	
s 52(1)(ca)	duty to give notice of the application to owners and occupiers of land benefited by a registered restrictive covenant if may result in breach of covenant	Group 3	

Attachment 2 - Instrument of Delegation to Members of Council staff

PLANNING AND ENVIRONMENT ACT 1987			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
s 52(1)(cb)	duty to give notice of the application to owners and occupiers of land benefited by a registered restrictive covenant if application is to remove or vary the covenant	Group 3	
s 52(1)(d)	duty to give notice of the application to other persons who may be detrimentally effected	Group 3	
s 52(1AA)	duty to give notice of an application to remove or vary a registered restrictive covenant	Group 1	
s 52(3)	power to give any further notice of an application where appropriate	Group 3	
s 53(1)	power to require the applicant to give notice under section 52(1) to persons specified by it	Group 3	
s 53(1A)	power to require the applicant to give the notice under section 52(1AA)	Group 3	
s 54(1)	power to require the applicant to provide more information	Group 3	
s 54(1A)	duty to give notice in writing of information required under section 54(1)	Group 3	
s 54(1B)	duty to specify the lapse date for an application	Group 3	
s 54A(3)	power to decide to extend time or refuse to extend time to give required information	Group 3	

Attachment 2 - Instrument of Delegation to Members of Council staff

PLANNING AND ENVIRONMENT ACT 1987			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
s 54A(4)	duty to give written notice of decision to extend or refuse to extend time und section 54A(3)	Group 3	
s 55(1)	duty to give copy application, together with the prescribed information, to every referral authority specified in the planning scheme	Group 3	
s 57(2A)	power to reject objections considered made primarily for commercial advantage for the objector	Group 1	
s 57(3)	function of receiving name and address of persons to whom notice of decision is to go	Group 3	
s 57(5)	duty to make available for inspection copy of all objections	PO	
s 57A(4)	duty to amend application in accordance with applicant's request, subject to section 57A(5)	Group 3	
s 57A(5)	power to refuse to amend application	Group 1	
s 57A(6)	duty to note amendments to application in register	PO	
s 57B(1)	duty to determine whether and to whom notice should be given	Group 3	
s 57B(2)	duty to consider certain matters in determining whether notice should be given	Group 3	
s 57C(1)	duty to give copy of amended application to referral authority	Group 3	

Attachment 2 - Instrument of Delegation to Members of Council staff

PLANNING AND ENVIRONMENT ACT 1987			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
s 58	duty to consider every application for a permit	Group 3	
s 58A	power to request advice from the Planning Application Committee	Group 1	
s 60	duty to consider certain matters	Group 3	Delegation may be exercised except where Council policy requires that this power be exercised by the Planning Decisions Committee.
s 60(1A)	duty to consider certain matters.	Group 3	Delegation may be exercised except where Council policy requires that this power be exercised by the Planning Decisions Committee.
s 60(1B)	duty to consider number of objectors in considering whether use or development may have significant social effect	Group 3	Delegation may be exercised except where Council policy requires that this power be exercised by the Planning Decisions Committee.
s 61(1)	power to determine permit application, either to decide to grant a permit, to decide to grant a permit with conditions or to refuse a permit application	Group 3	Delegation may be exercised except where Council policy requires that this power be exercised by the Planning Decisions Committee. The permit must not be inconsistent with a cultural heritage management plan under the *Aboriginal Heritage Act* 2006.
s 61(2)	duty to decide to refuse to grant a permit if a relevant determining referral authority objects to grant of permit	Group 2	

Attachment 2 - Instrument of Delegation to Members of Council staff

PLANNING AND ENVIRONMENT ACT 1987			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
s 61(2A)	power to decide to refuse to grant a permit if a relevant recommending referral authority objects to the grant of permit	Group 1	
s 61(3)(a)	duty not to decide to grant a permit to use coastal Crown land without Minister's consent	Not delegated	
s 61(3)(b)	duty to refuse to grant the permit without the Minister's consent	Not delegated	
s 61(4)	duty to refuse to grant the permit if grant would authorise a breach of a registered restrictive covenant	Group 2	
s 62(1)	duty to include certain conditions in deciding to grant a permit	Group 2	
s 62(2)	power to include other conditions	Group 2	
s 62(4)	duty to ensure conditions are consistent with paragraphs (a),(b) and (c)	Group 2	
s 62(5)(a)	power to include a permit condition to implement an approved development contributions plan or an approved infrastructure contributions plan	Group 2	
s 62(5)(b)	power to include a permit condition that specified works be provided on or to the land or paid for in accordance with section 173 agreement	Group 2	
s 62(5)(c)	power to include a permit condition that specified works be provided or paid for by the applicant	Group 2	

Attachment 2 - Instrument of Delegation to Members of Council staff

PLANNING AND ENVIRONMENT ACT 1987			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
s 62(6)(a)	Duty not to include a permit condition requiring a person to pay an amount for or provide works except in accordance with ss 46N(1), 46GV(7) or 62(5)	Group 2	
s 62(6)(b)	duty not to include a permit condition requiring a person to pay an amount for or provide works except a condition that a planning scheme requires to be included as referred to in section 62(1)(a)	Group 2	
s 63	duty to issue the permit where made a decision in favour of the application (if no one has objected)	Group 3	
s 64(1)	duty to give notice of decision to grant a permit to applicant and objectors	Group 3	this provision applies also to a decision to grant an amendment to a permit - see section 75
s 64(3)	duty not to issue a permit until after the specified period	Group 3	this provision applies also to a decision to grant an amendment to a permit - see section 75
s 64(5)	duty to give each objector a copy of an exempt decision	Group 3	this provision applies also to a decision to grant an amendment to a permit - see section 75
s 64A	duty not to issue permit until the end of a period when an application for review may be lodged with VCAT or until VCAT has determined the application, if a relevant recommending referral authority has objected to the grant of a permit	Group 3	this provision applies also to a decision to grant an amendment to a permit - see section 75A
s 65(1)	duty to give notice of refusal to grant permit to applicant and person who objected under section 57	Group 3	

Attachment 2 - Instrument of Delegation to Members of Council staff

PLANNING AND ENVIRONMENT ACT 1987			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
s 66(1)	duty to give notice under section 64 or section 65 and copy permit to relevant determining referral authorities	Group 3	
s 66(2)	duty to give a recommending referral authority notice of its decision to grant a permit	Group 3	if the recommending referral authority objected to the grant of the permit or the responsible authority decided not to include a condition on the permit recommended by the recommending referral authority
s 66(4)	duty to give a recommending referral authority notice of its decision to refuse a permit	Group 3	if the recommending referral authority objected to the grant of the permit or the recommending referral authority recommended that a permit condition be included on the permit
s 66(6)	duty to give a recommending referral authority a copy of any permit which Council decides to grant and a copy of any notice given under section 64 or 65	Group 3	if the recommending referral authority did not object to the grant of the permit or the recommending referral authority did not recommend a condition be included on the permit
s 69(1)	function of receiving application for extension of time of permit	Group 3	
s 69(1A)	function of receiving application for extension of time to complete development	Group 3	
s 69(2)	power to extend time	Group 1	

Attachment 2 - Instrument of Delegation to Members of Council staff

PLANNING AND ENVIRONMENT ACT 1987			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
s 70	duty to make copy permit available for inspection	PO	
s 71(1)	power to correct certain mistakes	Group 1	
s 71(2)	duty to note corrections in register	Group 2	
s 73	power to decide to grant amendment subject to conditions	Group 3	
s 74	duty to issue amended permit to applicant if no objectors	Group 3	
s 76	duty to give applicant and objectors notice of decision to refuse to grant amendment to permit	Group 3	
s 76A(1)	duty to give relevant determining referral authorities copy of amended permit and copy of notice	Group 3	
s 76A(2)	duty to give a recommending referral authority notice of its decision to grant an amendment to a permit	Group 3	if the recommending referral authority objected to the amendment of the permit or the responsible authority decided not to include a condition on the amended permit recommended by the recommending referral authority

Attachment 2 - Instrument of Delegation to Members of Council staff

PLANNING AND ENVIRONMENT ACT 1987			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
s 76A(4)	duty to give a recommending referral authority notice of its decision to refuse a permit	Group 3	if the recommending referral authority objected to the amendment of the permit or the recommending referral authority recommended that a permit condition be included on the amended permit
s 76A(6)	duty to give a recommending referral authority a copy of any amended permit which Council decides to grant and a copy of any notice given under section 64 or 76	Group 3	if the recommending referral authority did not object to the amendment of the permit or the recommending referral authority did not recommend a condition be included on the amended permit
s 76D	duty to comply with direction of Minister to issue amended permit	Group 3	
s 83	function of being respondent to an appeal	Group 3	
s 83B	duty to give or publish notice of application for review	Group 3	
s 84(1)	power to decide on an application at any time after an appeal is lodged against failure to grant a permit	Group 3	Delegation may be exercised except where Council policy requires that this power be exercised by the Internal Development Approvals Committee.
s 84(2)	duty not to issue a permit or notice of decision or refusal after an application is made for review of a failure to grant a permit	Group 3	

Attachment 2 - Instrument of Delegation to Members of Council staff

PLANNING AND ENVIRONMENT ACT 1987			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
s 84(3)	duty to tell principal registrar if decide to grant a permit after an application is made for review of its failure to grant a permit	Group 3	
s 84(6)	duty to issue permit on receipt of advice within 3 working days	Group 3	
s 84AB	power to agree to confining a review by the Tribunal	Group 3	
s 86	duty to issue a permit at order of Tribunal within 3 working days	Group 3	
s 87(3)	power to apply to VCAT for the cancellation or amendment of a permit	CMO; Group 1	
s 90(1)	function of being heard at hearing of request for cancellation or amendment of a permit	CMO; Group 3	
s 91(2)	duty to comply with the directions of VCAT	CMO; Group 3	
s 91(2A)	duty to issue amended permit to owner if Tribunal so directs	Group 3	
s 92	duty to give notice of cancellation/amendment of permit by VCAT to persons entitled to be heard under section 90	CMO; Group 3	
s 93(2)	duty to give notice of VCAT order to stop development	CMO; Group 3	
s 95(3)	function of referring certain applications to the Minister	Group 1	
s 95(4)	duty to comply with an order or direction	Group 3	

Attachment 2 - Instrument of Delegation to Members of Council staff

PLANNING AND ENVIRONMENT ACT 1987			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
s 96(1)	duty to obtain a permit from the Minister to use and develop its land	Group 1	
s 96(2)	function of giving consent to other persons to apply to the Minister for a permit to use and develop Council land	Group 1	
s 96A(2)	power to agree to consider an application for permit concurrently with preparation of proposed amendment	AMCS; MSP	
s 96C	power to give notice, to decide not to give notice, to publish notice and to exercise any other power under section 96C	Group 1	
s 96F	duty to consider the panel's report under section 96E	Group 1	
s 96G(1)	power to determine to recommend that a permit be granted or to refuse to recommend that a permit be granted and power to notify applicant of the determination (including power to give notice under section 23 of the *Planning and Environment (Planning Schemes) Act* 1996)	Group 1	
s 96H(3)	power to give notice in compliance with Minister's direction	Group 2	
s 96J	power to issue permit as directed by the Minister	Group 2	
s 96K	duty to comply with direction of the Minister to give notice of refusal	Group 2	
s 96Z	duty to keep levy certificates given to it under ss. 47 or 96A for no less than 5 years from receipt of the certificate	Group 2	

Attachment 2 - Instrument of Delegation to Members of Council staff

PLANNING AND ENVIRONMENT ACT 1987			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
s 97C	power to request Minister to decide the application	Group 1	
s 97D(1)	duty to comply with directions of Minister to supply any document or assistance relating to application	Group 3	
s 97G(3)	function of receiving from Minister copy of notice of refusal to grant permit or copy of any permit granted by the Minister	Group 1	
s 97G(6)	duty to make a copy of permits issued under section 97F available for inspection	PO	
s 97L	duty to include Ministerial decisions in a register kept under section 49	PO	
s 97MH	duty to provide information or assistance to the Planning Application Committee	Group 2	
s 97MI	duty to contribute to the costs of the Planning Application Committee or subcommittee	Group 1	
s 97O	duty to consider application and issue or refuse to issue certificate of compliance	CMO; Group 2	
s 97P(3)	duty to comply with directions of VCAT following an application for review of a failure or refusal to issue a certificate	CMO; Group 3	
s 97Q(2)	function of being heard by VCAT at hearing of request for amendment or cancellation of certificate	Group 1	

Attachment 2 - Instrument of Delegation to Members of Council staff

PLANNING AND ENVIRONMENT ACT 1987			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
s 97Q(4)	duty to comply with directions of VCAT	CMO; Group 3	
s 97R	duty to keep register of all applications for certificate of compliance and related decisions	PO	
s 98(1)&(2)	function of receiving claim for compensation in certain circumstances	Group 1	
s 98(4)	duty to inform any person of the name of the person from whom compensation can be claimed	Group 1	
s 101	function of receiving claim for expenses in conjunction with claim	Group 1	
s 103	power to reject a claim for compensation in certain circumstances	Group 1	
s 107(1)	function of receiving claim for compensation	Group 1	
s 107(3)	power to agree to extend time for making claim	Not delegated	
s 114(1)	power to apply to the VCAT for an enforcement order	CMO; Group 1	
s 117(1)(a)	function of making a submission to the VCAT where objections are received	CMO; Group 3	
s 120(1)	power to apply for an interim enforcement order where section 114 application has been made	CMO; Group 1	
s 123(1)	power to carry out work required by enforcement order and recover costs	CMO; Group 1	

Attachment 2 - Instrument of Delegation to Members of Council staff

PLANNING AND ENVIRONMENT ACT 1987			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
s 123(2)	power to sell buildings, materials, etc salvaged in carrying out work under section 123(1)	DPPM	except Crown Land
s 129	function of recovering penalties	Group 1; MCPS	
s 130(5)	power to allow person served with an infringement notice further time	Group 1; MCPS	
s 149A(1)	power to refer a matter to the VCAT for determination	CMO; Group 1	
s 149A(1A)	power to apply to VCAT for the determination of a matter relating to the interpretation of a s.173 agreement	Group 1	
s 156	duty to pay fees and allowances (including a payment to the Crown under subsection (2A)), and payment or reimbursement for reasonable costs and expenses incurred by the panel in carrying out its functions unless the Minister directs otherwise under subsection (2B)power to ask for contribution under subsection (3) and power to abandon amendment or part of it under subsection (4)	Group 1	where council is the relevant planning authority
s 171(2)(f)	power to carry out studies and commission reports	Group 3	
s 171(2)(g)	power to grant and reserve easements	Group 1	

Attachment 2 - Instrument of Delegation to Members of Council staff

PLANNING AND ENVIRONMENT ACT 1987			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
s.172C	power to compulsorily acquire any outer public purpose land that is specified in the approved infrastructure contributions plan		where Council is a development agency specified in an approved infrastructure contributions plan
s.172D(1)	power to compulsorily acquire any inner public purpose land that is specified in the plan before the time that the land is required to be provided to Council under s 46GV(4)		where Council is a development agency specified in an approved infrastructure contributions plan
s.172D(2)	power to compulsorily acquire any inner public purpose land, the use and development of which is to be the responsibility of Council under the plan, before the time that the land is required to be provided under s 46GV(4)		where Council is a development agency specified in an approved infrastructure contributions plan
s 173(1A)	power to enter into an agreement with an owner of land for the development or provision of land in relation to affordable housing		where council is the relevant responsible authority
s 173(1)	power to enter into agreement covering matters set out in section 174	Group 1	
---	power to decide whether something is to the satisfaction of Council, where an agreement made under section 173 of the Planning and Environment Act 1987 requires something to be to the satisfaction of Council or Responsible Authority	Group 1	
---	power to give consent on behalf of Council, where an agreement made under section 173 of the Planning and Environment Act 1987 requires that something may not be done without the consent of Council or Responsible Authority	Group 1	

Attachment 2 - Instrument of Delegation to Members of Council staff

PLANNING AND ENVIRONMENT ACT 1987			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
s 177(2)	power to end a section 173 agreement with the agreement of all those bound by any covenant in the agreement or otherwise in accordance with Division 2 of Part 9	DPPM	
s 178	power to amend a s.173 agreement with the agreement of all those bound by any covenant in the agreement or otherwise in accordance with Division 2 of Part 9	Group 3	
s 178A(1)	function of receiving application to amend or end an agreement	Group 3	
s 178A(3)	function of notifying the owner as to whether it agrees in principle to the proposal under s.178A(1)	Group 3	
s 178A(4)	function of notifying the applicant and the owner as to whether it agrees in principle to the proposal	Group 1	
s 178A(5)	power to propose to amend or end an agreement	Group 1	
s 178B(1)	duty to consider certain matters when considering proposal to amend an agreement	Group 3	
s 178B(2)	duty to consider certain matters when considering proposal to end an agreement	Group 3	
s 178C(2)	duty to give notice of the proposal to all parties to the agreement and other persons who may be detrimentally affected by decision to amend or end	Group 3	

Attachment 2 - Instrument of Delegation to Members of Council staff

PLANNING AND ENVIRONMENT ACT 1987			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
s 178C(4)	function of determining how to give notice under s.178C(2)	Group 3	
s 178E(1)	duty not to make decision until after 14 days after notice has been given	Group 3	
s 178E(2)(a)	power to amend or end the agreement in accordance with the proposal	Group 1	If no objections are made under s.178D Must consider matters in s.178B
s 178E(2)(b)	power to amend or end the agreement in a manner that is not substantively different from the proposal	Group 1	If no objections are made under s.178D Must consider matters in s.178B
s 178E(2)(c)	power to refuse to amend or end the agreement	Group 1	If no objections are made under s.178D Must consider matters in s.178B
s 178E(3)(a)	power to amend or end the agreement in accordance with the proposal	Group 1	After considering objections, submissions and matters in s.178B
s 178E(3)(b)	power to amend or end the agreement in a manner that is not substantively different from the proposal	Group 1	After considering objections, submissions and matters in s.178B
s 178E(3)(c)	power to amend or end the agreement in a manner that is substantively different from the proposal	Group 1	After considering objections, submissions and matters in s.178B
s 178E(3)(d)	power to refuse to amend or end the agreement	Group 1	After considering objections, submissions and matters in s.178B

Attachment 2 - Instrument of Delegation to Members of Council staff

PLANNING AND ENVIRONMENT ACT 1987			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
s 178F(1)	duty to give notice of its decision under s.178E(3)(a) or (b)	Group 3	
s 178F(2)	duty to give notice of its decision under s.178E(2)(c) or (3)(d)	Group 3	
s 178F(4)	duty not to proceed to amend or end an agreement under s.178E until at least 21 days after notice has been given or until an application for review to the Tribunal has been determined or withdrawn	Group 3	
s 178G	duty to sign amended agreement and give copy to each other party to the agreement	DPPM	
s 178H	power to require a person who applies to amend or end an agreement to pay the costs of giving notices and preparing the amended agreement	Group 1	
s 178I(3)	duty to notify, in writing, each party to the agreement of the ending of the agreement relating to Crown land	Group 3	
s 179(2)	duty to make available for inspection copy agreement	PO	
s 181	duty to apply to the Registrar of Titles to record the agreement and to deliver a memorial to Registrar-General	Group 2	
s 181(1A)(a)	power to apply to the Registrar of Titles to record the agreement	Group 3	
s 181(1A)(b)	duty to apply to the Registrar of Titles, without delay, to record the agreement	Group 3	

Attachment 2 - Instrument of Delegation to Members of Council staff

PLANNING AND ENVIRONMENT ACT 1987			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
s 182	power to enforce an agreement	Group 1	
s 183	duty to tell Registrar of Titles of ending/amendment of agreement	Group 3	
s 184F(1)	power to decide to amend or end an agreement at any time after an application for review of the failure of Council to make a decision	Group 1	
s 184F(2)	duty not to amend or end the agreement or give notice of the decision after an application is made to VCAT for review of a failure to amend or end an agreement	Group 3	
s 184F(3)	duty to inform the principal registrar if the responsible authority decides to amend or end an agreement after an application is made for the review of its failure to end or amend the agreement	Group 3	
s 184F(5)	function of receiving advice from the principal registrar that the agreement may be amended or ended in accordance with Council's decision	Group 3	
s 184G(2)	duty to comply with a direction of the Tribunal	Group 3	
s 184G(3)	duty to give notice as directed by the Tribunal	Group 3	
s 198(1)	function to receive application for planning certificate	Group 3	
s 199(1)	duty to give planning certificate to applicant	Group 3	
s 201(1)	function of receiving application for declaration of underlying zoning	Group 2	

Attachment 2 - Instrument of Delegation to Members of Council staff

PLANNING AND ENVIRONMENT ACT 1987			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
s 201(3)	duty to make declaration	Group 2	
-	power to decide, in relation to any planning scheme or permit, that a specified thing has or has not been done to the satisfaction of Council	Group 2	
	power, in relation to any planning scheme or permit, to consent or refuse to consent to any matter which requires the consent or approval of Council	Group 2	
	power to approve any plan or any amendment to a plan or other document in accordance with a provision of a planning scheme or condition in a permit	Group 2	
-	power to give written authorisation in accordance with a provision of a planning scheme	Group 2	
s 201UAB(1)	function of providing the Victoria Planning Authority with information relating to any land within municipal district	Group 2	
s 201UAB(2)	duty to provide the Victoria Planning Authority with information requested under subsection (1) as soon as possible	DPPM	

Attachment 2 - Instrument of Delegation to Members of Council staff

RAIL SAFETY (LOCAL OPERATIONS) ACT 2006			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS AND LIMITATIONS**
s.33	duty to comply with a direction of the Safety Director under this section	MEAM	where council is a utility under section 3
s.33A	duty to comply with a direction of the Safety Director to give effect to arrangements under this section	MEAM	duty of council as a road authority under the *Road Management Act* 2004
s.34	duty to comply with a direction of the Safety Director to alter, demolish or take away works carried out contrary to a direction under section 33(1)	MEAM	where council is a utility under section 3
s.34C(2)	function of entering into safety interface agreements with rail infrastructure manager	MEAM	where council is the relevant road authority
s.34D(1)	function of working in conjunction with rail infrastructure manager in determining whether risks to safety need to be managed	MEAM	where council is the relevant road authority
s.34D(2)	function of receiving written notice of opinion	MEAM	where council is the relevant road authority
s.34D(4)	function of entering into safety interface agreement with infrastructure manager	MEAM	where council is the relevant road authority
s.34E(1)(a)	duty to identify and assess risks to safety	MEAM	where council is the relevant road authority
s.34E(1)(b)	duty to determine measures to manage any risks identified and assessed having regard to items set out in section 34E(2)(a)-(c)	MEAM	where council is the relevant road authority
s.34E(3)	duty to seek to enter into a safety interface agreement with rail infrastructure manager	MEAM	where council is the relevant road authority

Attachment 2 - Instrument of Delegation to Members of Council staff

RAIL SAFETY (LOCAL OPERATIONS) ACT 2006			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS AND LIMITATIONS**
s.34F(1)(a)	duty to identify and assess risks to safety, if written notice has been received under section 34D(2)(a)	MEAM	where council is the relevant road authority
s.34F(1)(b)	duty to determine measures to manage any risks identified and assessed, if written notice has been received under section 34D(2)(a)	MEAM	where council is the relevant road authority
s.34F(2)	duty to seek to enter into a safety interface agreement with rail infrastructure manager	MEAM	where council is the relevant road authority
s.34H	power to identify and assess risks to safety as required under sections 34B, 34C, 34D, 34E or 34F in accordance with subsections (a)-(c)	MEAM	where council is the relevant road authority
s.34I	function of entering into safety interface agreements	MEAM	where council is the relevant road authority
s.34J(2)	function of receiving notice from Safety Director	DCWA	where council is the relevant road authority
s.34J(7)	duty to comply with a direction of the Safety Director given under section 34J(5)	MEAM	where council is the relevant road authority
s.34K(2)	duty to maintain a register of items set out in subsections (a)-(b)	MEAM	where council is the relevant road authority

Attachment 2 - Instrument of Delegation to Members of Council staff

RESIDENTIAL TENANCIES ACT 1997			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
s.142D	function of receiving notice regarding an unregistered rooming house	EHO	
s.142G(1)	duty to enter required information in Rooming House Register for each rooming house in municipal district	EHO	
s. 142G(2)	power to enter certain information in the Rooming House Register	EHO	
s.142I(2)	power to amend or revoke an entry in the Rooming House Register if necessary to maintain the accuracy of the entry	EHO	
s.252	power to give tenant a notice to vacate rented premises if subsection (1) applies	SCPS	where council is the landlord
s.262(1)	power to give tenant a notice to vacate rented premises	SCPS	where council is the landlord
s.262(3)	power to publish its criteria for eligibility for the provision of housing by council	SCPS	
s.518F	power to issue notice to caravan park regarding emergency management plan if determined that the plan does not comply with the requirements	-	
s.522(1)	power to give a compliance notice to a person	-	
s.525(2)	power to authorise an officer to exercise powers in section 526 (either generally or in a particular case)	-	
s.525(4)	duty to issue identity card to authorised officers	-	

Attachment 2 - Instrument of Delegation to Members of Council staff

RESIDENTIAL TENANCIES ACT 1997			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
s.526(5)	duty to keep record of entry by authorised officer under section 526	-	
s.526A(3)	function of receiving report of inspection	-	
s.527	power to authorise a person to institute proceedings (either generally or in a particular case)	-	

Attachment 2 - Instrument of Delegation to Members of Council staff

ROAD MANAGEMENT ACT 2004			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
s.11(1)	power to declare a road by publishing a notice in the Government Gazette	MEAM	obtain consent in circumstances specified in s 11(2)
s.11(8)	power to name a road or change the name of a road by publishing notice in Government Gazette	SGA	
s.11(9)(b)	duty to advise Registrar	SGA	
s.11(10)	duty to inform Secretary to Department of Environment, Land, Water and Planning of declaration etc.	SGA	clause subject to s 11(10A)
s.11(10A)	duty to inform Secretary to Department of Environment, Land, Water and Planning or nominated person	SGA	where council is the coordinating road authority
s.12(2)	power to discontinue road or part of a road	MEAM	were council is the coordinating road authority
s.12(4)	power to publish, and provide copy, notice of proposed discontinuance	MEAM	power of coordinating road authority where it is the discontinuing body unless s 12(11) applies
s.12(5)	duty to consider written submissions received within 28 days of notice	MEAM	duty of coordinating road authority where it is the discontinuing body unless s 12(11) applies

Attachment 2 - Instrument of Delegation to Members of Council staff

ROAD MANAGEMENT ACT 2004			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
s.12(6)	function of hearing a person in support of their written submission	MEAM	function of coordinating road authority where it is the discontinuing body unless s 12(11) applies
s.12(7)	duty to fix day, time and place of meeting under s 12(6) and to give notice	MEAM	duty of coordinating road authority where it is the discontinuing body unless s 12(11) applies
s.12(10)	duty to notify of decision made	MEAM	duty of coordinating road authority where it is the discontinuing body does not apply where an exemption is specified by the regulations or given by the Minister
s.13(1)	power to fix a boundary of a road by publishing notice in Government Gazette	MEAM	power of coordinating road authority and obtain consent under s 13(3) and s 13(4) as appropriate
s.14(4)	function of receiving notice from VicRoads	MEAM	
s.14(7)	power to appeal against decision of VicRoads	MEAM	
s.15(1)	power to enter into arrangement with another road authority, utility or a provider of public transport to transfer a road management function of the road authority to the other road authority, utility or provider of public transport	MEAM	

Attachment 2 - Instrument of Delegation to Members of Council staff

ROAD MANAGEMENT ACT 2004			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
s.15(1A)	power to enter into arrangement with a utility to transfer a road management function of the utility to the road authority	MEAM	
s.15(2)	duty to include details of arrangement in public roads register	MEAM	
s.16(7)	power to enter into an arrangement under s 15	MEAM	
s.16(8)	duty to enter details of determination in public roads register	MEAM	
s.17(2)	duty to register public road in public roads register	MEAM	where council is the coordinating road authority
s.17(3)	power to decide that a road is reasonably required for general public use	MEAM	where council is the coordinating road authority
s.17(3)	duty to register a road reasonably required for general public use in public roads register	MEAM	where council is the coordinating road authority
s.17(4)	power to decide that a road is no longer reasonably required for general public use	MEAM	where council is the coordinating road authority
s.17(4)	duty to remove road no longer reasonably required for general public use from public roads register	MEAM	where council is the coordinating road authority
s.18(1)	power to designate ancillary area	MEAM	where council is the coordinating road authority, and obtain consent in circumstances specified in s 18(2)
s.18(3)	duty to record designation in public roads register	MEAM	where council is the coordinating road authority

Attachment 2 - Instrument of Delegation to Members of Council staff

ROAD MANAGEMENT ACT 2004			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
s.19(1)	duty to keep register of public roads in respect of which it is the coordinating road authority	MEAM	
s.19(4)	duty to specify details of discontinuance in public roads register	MEAM	
s.19(5)	duty to ensure public roads register is available for public inspection	MEAM	
s.21	function of replying to request for information or advice	MEAM	obtain consent in circumstances specified in s 11(2)
s.22(2)	function of commenting on proposed direction	MEAM	
s.22(4)	duty to publish a copy or summary of any direction made under section 22 by the Minister in its annual report.	MEAM	
s.22(5)	duty to give effect to a direction under s 22	MEAM	
s.40(1)	duty to inspect, maintain and repair a public road	MEAM	
s.40(5)	power to inspect, maintain and repair a road which is not a public road	MEAM	
s.41(1)	power to determine the standard of construction, inspection, maintenance and repair	MEAM	
s.42(1)	power to declare a public road as a controlled access road	MEAM	power of coordinating road authority and Schedule 2 also applies

Attachment 2 - Instrument of Delegation to Members of Council staff

ROAD MANAGEMENT ACT 2004			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
s.42(2)	power to amend or revoke declaration by notice published in Government Gazette	MEAM	power of coordinating road authority and Schedule 2 also applies
s.42A(3)	duty to consult with VicRoads before road is specified	MEAM	where council is the coordinating road authority if road is a municipal road or part thereof
s.42A(4)	power to approve Minister's decision to specify a road as a specified freight road	MEAM	where council is the coordinating road authority if road is a municipal road or part thereof and where road is to be specified a freight road
s.48EA	duty to notify the owner or occupier of land and provider of public transport on which rail infrastructure or rolling stock is located (and any relevant provider of public transport)	DCWA	where council is the responsible road authority, infrastructure manager or works manager
s.48M(3)	function of consulting with the relevant authority for purposes of developing guidelines under s 48M	DCWA	
s.49	power to develop and publish a road management plan	MEAM	
s.51	power to determine standards by incorporating the standards in a road management plan	MEAM	
s.53(2)	power to cause notice to be published in Government Gazette of amendment etc of document in road management plan	MEAM	
s.54(2)	duty to give notice of proposal to make a road management plan	MEAM	

Attachment 2 - Instrument of Delegation to Members of Council staff

ROAD MANAGEMENT ACT 2004			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
s.54(5)	duty to conduct a review of road management plan at prescribed intervals	MEAM	
s.54(6)	power to amend road management plan	MEAM	
s.54(7)	duty to incorporate the amendments into the road management plan	MEAM	
s.55(1)	duty to cause notice of road management plan to be published in Government Gazette and newspaper	MEAM	
s.63(1)	power to consent to conduct of works on road	MEAM	where council is the coordinating road authority
s.63(2)(e)	power to conduct or to authorise the conduct of works in, on, under or over a road in an emergency	MEAM	where council is the infrastructure manager
s.64(1)	duty to comply with clause 13 of Schedule 7	MEAM	where council is the infrastructure manager or works manager
s.66(1)	power to consent to structure etc	MEAM; MCM; MCPS	where council is the coordinating road authority
s.67(2)	function of receiving the name & address of the person responsible for distributing the sign or bill	MCPS	where council is the coordinating road authority
s.67(3)	power to request information	MCPS	where council is the coordinating road authority
s.68(2)	power to request information	MCPS	where council is the coordinating road authority

Attachment 2 - Instrument of Delegation to Members of Council staff

ROAD MANAGEMENT ACT 2004			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
s.71(3)	power to appoint an authorised officer	SGA	
s.72	duty to issue an identity card to each authorised officer	SGA	
s.85	function of receiving report from authorised officer	DCWA	
s.86	duty to keep register re s 85 matters	MEAM	
s.87(1)	function of receiving complaints	MEAM	
s.87(2)	duty to investigate complaint and provide report	MEAM	
s.112(2)	power to recover damages in court	DCWA	
s.116	power to cause or carry out inspection	MEAM	
s.119(2)	function of consulting with VicRoads	MEAM	
s.120(1)	power to exercise road management functions on an arterial road (with the consent of VicRoads)	MEAM	
s.120(2)	duty to seek consent of VicRoads to exercise road management functions before exercising power in section 120(1)	MEAM	
s.121(1)	power to enter into an agreement in respect of works	MEAM	
s.122(1)	power to charge and recover fees	DCWA	

Attachment 2 - Instrument of Delegation to Members of Council staff

ROAD MANAGEMENT ACT 2004			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
s.123(1)	power to charge for any service	DCWA	
Schedule 2 Clause 2(1)	power to make a decision in respect of controlled access roads	DCWA	
Schedule 2 Clause 3(1)	duty to make policy about controlled access roads	DCWA	
Schedule 2 Clause 3(2)	power to amend, revoke or substitute policy about controlled access roads	MEAM	
Schedule 2 Clause 4	function of receiving details of proposal from VicRoads	MEAM	
Schedule 2 Clause 5	duty to publish notice of declaration	MEAM	
Schedule 7, Clause 7(1)	duty to give notice to relevant coordinating road authority of proposed installation of non-road infrastructure or related works on a road reserve	MEAM	where council is the infrastructure manager or works manager
Schedule 7, Clause 8(1)	duty to give notice to any other infrastructure manager or works manager responsible for any non-road infrastructure in the area, that could be affected by any proposed installation of infrastructure or related works on a road or road reserve of any road	MEAM	where council is the infrastructure manager or works manager

Attachment 2 - Instrument of Delegation to Members of Council staff

ROAD MANAGEMENT ACT 2004			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
Schedule 7, Clause 9(1)	duty to comply with request for information from a coordinating road authority, an infrastructure manager or a works manager responsible for existing or proposed infrastructure in relation to the location of any non-road infrastructure and technical advice or assistance in conduct of works	MEAM	where council is the infrastructure manager or works manager responsible for non-road infrastructure
Schedule 7, Clause 9(2)	duty to give information to another infrastructure manager or works manager where becomes aware any infrastructure or works are not in the location shown on records, appear to be in an unsafe condition or appear to need maintenance	MEAM	where council is the infrastructure manager or works manager
Schedule 7, Clause 10(2)	where Schedule 7 Clause 10(1) applies, duty to, where possible, conduct appropriate consultation with persons likely to be significantly affected	MEAM	where council is the infrastructure manager or works manager
Schedule 7 Clause 12(2)	power to direct infrastructure manager or works manager to conduct reinstatement works	MEAM	where council is the coordinating road authority
Schedule 7 Clause 12(3)	power to take measures to ensure reinstatement works are completed	MEAM	where council is the coordinating road authority
Schedule 7 Clause 12(4)	duty to ensure that works are conducted by an appropriately qualified person	MEAM	where council is the coordinating road authority
Schedule 7 Clause 12(5)	power to recover costs	MEAM	where council is the coordinating road authority
Schedule 7, Clause 13(1)	duty to notify relevant coordinating road authority within 7 days that works have been completed, subject to Schedule 7, Clause 13(2)	MEAM	where council is the works manager

Attachment 2 - Instrument of Delegation to Members of Council staff

ROAD MANAGEMENT ACT 2004			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
Schedule 7 Clause 13(2)	power to vary notice period	MEAM	where council is the coordinating road authority
Schedule 7, Clause 13(3)	duty to ensure works manager has complied with obligation to give notice under Schedule 7, Clause 13(1)	MEAM	where council is the infrastructure manager
Schedule 7 Clause 16(1)	power to consent to proposed works	MEAM	where council is the coordinating road authority
Schedule 7 Clause 16(4)	duty to consult	MEAM	where council is the coordinating road authority, responsible authority or infrastructure manager
Schedule 7 Clause 16(5)	power to consent to proposed works	MEAM	where council is the coordinating road authority
Schedule 7 Clause 16(6)	power to set reasonable conditions on consent	MEAM	where council is the coordinating road authority
Schedule 7 Clause 16(8)	power to include consents and conditions	MEAM	where council is the coordinating road authority
Schedule 7 Clause 17(2)	power to refuse to give consent and duty to give reasons for refusal	MEAM	where council is the coordinating road authority
Schedule 7 Clause 18(1)	power to enter into an agreement	MEAM	where council is the coordinating road authority

Attachment 2 - Instrument of Delegation to Members of Council staff

ROAD MANAGEMENT ACT 2004			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
Schedule 7 Clause 19(1)	power to give notice requiring rectification of works	MEAM	where council is the coordinating road authority
Schedule 7 Clause 19(2) & (3)	power to conduct the rectification works or engage a person to conduct the rectification works and power to recover costs incurred	MEAM	where council is the coordinating road authority
Schedule 7 Clause 20(1)	power to require removal, relocation, replacement or upgrade of existing non-road infrastructure	MEAM	where council is the coordinating road authority
Schedule 7A Clause 2	power to cause street lights to be installed on roads	MEAM	power of responsible road authority where it is the coordinating road authority or responsible road authority in respect of the road
Schedule 7A Clause 3(1)(d)	duty to pay installation and operation costs of street lighting - where road is not an arterial road	MEAM	where council is the responsible road authority
Schedule 7A Clause 3(1)(e)	duty to pay installation and operation costs of street lighting – where road is a service road on an arterial road and adjacent areas	MEAM	where council is the responsible road authority
Schedule 7A Clause (3)(1)(f),	duty to pay installation and percentage of operation costs of street lighting – for arterial roads in accordance with clauses 3(2) and 4	MEAM	duty of council as responsible road authority that installed the light (re: installation costs) and where council is relevant municipal council (re: operating costs)

Attachment 2 - Instrument of Delegation to Members of Council staff

PLANNING AND ENVIRONMENT REGULATIONS 2015			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS AND LIMITATIONS**
r 6	function of receiving notice, under s 19(1)(c) of the Act, from a planning authority of its preparation of an amendment to a planning scheme	AMCS	where Council is not the planning authority and the amendment affects land within its municipal district; or where the amendment will amend the planning scheme to designate Council as an acquiring authority.
r 21	power of responsible authority to require a permit applicant to verify information (by statutory declaration or other written confirmation satisfactory to the responsible authority) in an application for a permit or to amend a permit or any information provided under s 54 of the Act	Group 3	
r 25(a)	duty to make copy of matter considered under s 60(1A)(g) available for inspection free of charge	Group 3	where Council is the responsible authority
r 25(b))	function of receiving a copy of any document considered under s 60(1A)(g) by the responsible authority and duty to make the document available for inspection free of charge	Group 3	where Council is not the responsible authority but the relevant land is within Council's municipal district
r 42	function of receiving notice under s 96C(1)(c) of the Act from a planning authority of its preparation of a combined application for an amendment to a planning scheme and notice of a permit application	AMCS	where Council is not the planning authority and the amendment affects land within Council's municipal district; or where the amendment will amend the planning scheme to designate Council as an acquiring authority.

Attachment 2 - Instrument of Delegation to Members of Council staff

PLANNING AND ENVIRONMENT (FEES) REGULATIONS 2016			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS AND LIMITATIONS**
r 19	power to waive or rebate a fee relating to an amendment of a planning scheme	Group 1	
r 20	power to waive or rebate a fee other than a fee relating to an amendment to a planning scheme	Group 1	
r 21	duty to record matters taken into account and which formed the basis of a decision to waive or rebate a fee under r 19 or 20	Group 3	

Attachment 2 - Instrument of Delegation to Members of Council staff

ROAD MANAGEMENT (GENERAL) REGULATIONS 2016			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
r 8(1)	duty to conduct reviews of road management plan	MEAM	
r 9(2)	duty to produce written report of review of road management plan and make report available	MEAM	
r 9(3)	Duty to give notice where road management review is completed and no amendments will be made (or no amendments for which notice is required)	MEAM	where council is the coordinating road authority
r 10	duty to give notice of amendment which relates to standard of construction, inspection, maintenance or repair under s 41 of the Act	MEAM	
r 13(1)	Duty to publish notice of amendments to road management plan	MEAM	where council is the coordinating road authority
r 13(3)	duty to record on road management plan the substance and date of effect of amendment	MEAM	
r 16(3)	power to issue permit	MEAM	where council is the coordinating road authority
r 18(1)	power to give written consent re damage to road	MEAM	where council is the coordinating road authority
r 23(2)	power to make submission to Tribunal	MEAM	where council is the coordinating road authority
r 23(4)	power to charge a fee for application under s 66(1) Road Management Act	MEAM	where council is the coordinating road authority
r 25(1)	power to remove objects, refuse, rubbish or other material deposited or left on road	MEAM	where council is the responsible road authority

Attachment 2 - Instrument of Delegation to Members of Council staff

ROAD MANAGEMENT (GENERAL) REGULATIONS 2016			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
r 25(2)	power to sell or dispose of things removed from road or part of road (after first complying with r 25(3)	MEAM	where council is the responsible road authority
r 25(5)	power to recover in the Magistrates' Court, expenses from person responsible	MEAM	

Attachment 2 - Instrument of Delegation to Members of Council staff

ROAD MANAGEMENT (WORKS AND INFRASTRUCTURE) REGULATIONS 2015			
Column 1	**Column 2**	**Column 3**	**Column 4**
PROVISION	**THING DELEGATED**	**DELEGATE**	**CONDITIONS & LIMITATIONS**
r 15	power to exempt a person from requirement under clause 13(1) of Schedule 7 of the Act to give notice as to the completion of those works	MEAM	where council is the coordinating road authority and where consent given under s 63(1) of the Act
r 22(2)	power to waive whole or part of fee in certain circumstances	MEAM	where council is the coordinating road authority

Attachment 3 - Instrument of Delegation to the Planning Decisions Committee

Instrument of Delegation

INSTRUMENT OF DELEGATION BY THE COUNCIL TO THE PLANNING DECISIONS COMMITTEE

In exercise of the power conferred by section 11 (1) (a) of the Local Government Act 2020 and section 188 (1) of the Planning and Environment Act 1987, the Yarra City Council ("Council") delegates to the members of the Planning Decisions Committee, the powers, duties and functions set out in the Schedule to this Instrument of Delegation, and declares that:

1. this Instrument of Delegation is authorised by a Resolution of Council passed on 18 August 2020;
2. the delegation
   - 2.1 comes into force on 1 September 2020;
   - 2.2 is subject to any conditions and limitations set out in the Schedule;
   - 2.3 must be exercised in accordance with any guidelines or policies which Council from time to time adopts; and
   - 2.4 remains in force until Council resolves to vary or revoke it.

The Common Seal of the Yarra City Council was affixed hereto in the presence of:

Cr Misha Coleman
Mayor
Yarra City Council

Vijaya Vaidyanath
Chief Executive Officer
Yarra City Council

18 August 2020

This document was witnessed by audio-visual link in accordance with the COVID-19 Omnibus (Emergency Measures) (Electronic Signing and Witnessing) Regulations 2020.

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Attachment 3 - Instrument of Delegation to the Planning Decisions Committee

SCHEDULE

The power to:

1. consider planning applications which require formal consideration (and an opportunity for community consultation) but do not require referral to the Council;
2. consider planning applications:
   - 2.1 that involve planning applications which are subject to six or more objections from different properties and where the recommendation from officers is for support;
   - 2.2 where building height exceeds the preferred maximum height by more than one storey (not including plant equipment and roof terraces) specified in a Design and Development Overlay;
   - 2.3 that are within the world heritage environs area and buffer are where they propose works that are taller than the highest point of the existing building, excluding all applications which qualify as a VicSmart application;
   - 2.4 that require a settlement at a compulsory conference with six or more parties (in addition to Council and the applicant);
   - 2.5 that are relevant to electronic gaming machines;
   - 2.6 that involve street setbacks to a heritage building that do not meet the preferred minimum setback requirements specified in a Design and Development Overlay; or
   - 2.7 that have been called up by a Councillor
3. determine on town planning applications received pursuant to the provisions of the Planning and Environment Act 1987.
4. consider Heritage Victoria referrals that have been called up by a Councillor.

Conditions and Limitations

1. Membership

All nine Yarra City Councillors are appointed to the Internal Development Approval Committee, with membership for each meeting comprising three Councillors as rostered on a quarterly basis (or their substitute Councillor), to meet as the scheduled Internal Development Approvals Committee, such roster being determined by the Chief Executive Officer in consultation with the Councillors.

The Internal Development Approval Committee shall appoint its chair.

2. Substitute Councillors

In selecting a substitute Councillor, in the first instance, preference is to be given to a Councillor who represents the same ward as the rostered Councillor.

3. Voting

Voting by the Planning Decisions Committee members shall be in accordance with Council's Governance Rules.

Councillors other than the committee members are permitted to attend and participate at meetings of the Planning Decisions Committee, however they do not have a voting entitlement.

4. Quorum

The quorum for meetings of the Planning Decisions Committee is two Councillors.

5. Meeting Frequency

Meetings of the Planning Decisions Committee shall generally be convened on a fortnightly basis.

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Attachment 4 - Instrument of Delegation to the Inner Melbourne Action Plan Implementation Committee

Instrument of Delegation

CITY OF YARRA

INSTRUMENT OF DELEGATION BY THE COUNCIL TO THE
INNER MELBOURNE ACTION PLAN IMPLEMENTATION COMMITTEE

Pursuant to section 11(1) of the Local Government Act 2020 ("Act"), Yarra City Council ("Council") delegates to each person who is appointed as a member of the Joint Delegated Committee established by resolution of Council and known as the "Inner Melbourne Action Plan Implementation Committee" ("the Committee"), the powers, duties and functions set out in the Schedule and Terms of Reference and declares that:

1. this Instrument of Delegation is authorised by a resolution of Council passed on 17 August 2020;
2. a delegate can only exercise the delegations contained in this Instrument of Delegation while acting as a member of the Committee at a meeting of the Committee;
3. this delegation:
   - 3.1. comes into force on 1 September 2020;
   - 3.2. remains in force until Council resolves to vary or revoke it; and
   - 3.3. is to be exercised in accordance with the guidelines or policies which Council from time to time adopts; and
   - 3.4. is implemented only as a member of the Joint Delegated Committee of the same name established by the City of Melbourne, the City of Port Phillip, the City of Stonnington, the City of Yarra and the Maribyrnong City Council.
4. all members of the Committee will have voting rights on the Committee.

The Common Seal of the Yarra City Council was affixed hereto in the presence of:

Cr Misha Coleman
Mayor
Yarra City Council

Vijaya Vaidyanath
Chief Executive Officer
Yarra City Council

18 August 2020

This document was witnessed by audio-visual link in accordance with the COVID-19 Omnibus (Emergency Measures) (Electronic Signing and Witnessing) Regulations 2020.

Attachment 4 - Instrument of Delegation to the Inner Melbourne Action Plan Implementation Committee

SCHEDULE

Powers and functions

To exercise Council's functions and powers to perform Council's duties in relation to the fulfilment of the Committee's purpose and objectives as stated in the Inner Melbourne Action Plan Implementation Committee – Terms of Reference ("Terms of Reference") adopted by Council on 17 August 2020, and for those purposes:

1. to enter into contracts, and to incur expenditure within the limits of the approved budget;
2. to do all things necessary to be done for, or in connection with, the performance of those functions, duties and powers, including:
    2.1. develop and prioritise an annual Implementation Program of the Inner Melbourne Action Plan 2016-2026 (IMAP 2016-26) goals, to be updated and approved annually;
    2.2. oversee implementation of the IMAP 2016-26 in accordance with the agreed Implementation Program;
    2.3. make recommendations to Council and other IMAP member Councils on budget allocations (refer Terms of Reference) to effect the implementation of the IMAP 2016-26;
    2.4. progress individual initiatives in accordance with the annual Implementation Program;
    2.5. review and recommend to the member Councils adjustments to the IMAP 2016-26, the annual Implementation Program and the Committee's governance and membership as required;
    2.6. monitor and report annually to the member Councils on the progress of the implementation of the IMAP 2016-26 program and any updates; and
    2.7. perform all other functions that are set out in the Terms of Reference (attached) that are not otherwise listed above.

Exceptions, conditions and limitations

The Committee is not authorised by this Instrument to:

1. enter into any contracts, or incur expenditure, for an amount which exceeds the Committee's budget as approved by the IMAP member Councils in accordance with the Terms of Reference; and
2. exercise the powers which, under section 11(2) of the Local Government Act 2020 or otherwise, cannot be delegated, including but not limited to:
    2.1. the power of delegation (s11(2)(a));
    2.2. the power to adopt or amend the Governance Rules (s11(2)(h));
    2.3. the power to appoint the chair or the members to a delegated committee (s11(2)(i));
    2.4. the power to make, amend or revoke a local law (s11(2)(j));
    2.5. the power to borrow money (s11(2)(l));
    2.6. the power to declare general rates, municipal charges, service rates and charges and special rates and charges (s11(2)(m));
    2.7. any power, duty or function prescribed by the regulations for the purposes of this subsection (s11(2)(n)).

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Attachment 4 - Instrument of Delegation to the Inner Melbourne Action Plan Implementation Committee

TERMS OF REFERENCE

Committee

The Inner Melbourne Action Plan (IMAP) Implementation Committee (the Committee) is constituted as a Joint Delegated Committee in accordance with section 64 of the Local Government Act 2020 (the Act).

This delegation extends previous delegations to the Committee to facilitate the implementation of the Inner Melbourne Action Plan 2016-2026 (IMAP 2016-26) and any subsequent reviews under revised legislation.

Preamble

The City of Melbourne, City of Port Phillip, City of Stonnington, City of Yarra and Maribyrnong City Council have each resolved to establish identically constituted Instrument of Delegations to establish the Committee as a Joint Delegated Committee in accordance with section 64 of the Act for the purposes set out in these Terms of Reference.

The five Councils will collaborate on the Committee to provide a coordinated decision-making process to facilitate the implementation of the IMAP 2016-26 as adopted by member Councils in June 2016 – including any updates.

The name of the Committee will be "Inner Melbourne Action Plan Implementation Committee".

Each of the member Councils will endeavour to ensure that its budget makes provision for the resources reasonably necessary to deliver on commitments agreed by the Committee. The budget of each member Council would be specific to meeting the IMAP 2016-26 actions and advocacy relevant to that respective municipality. The recommended budget allocation is based on the perceived benefits and/or capacity of each member Council.

Any of the member Councils may resolve to withdraw from the Committee at any time, which withdrawal will be effective immediately upon notification to the member Councils. The Committee will continue to operate and subsequently modify this Terms of Reference to reflect the altered membership structure.

Purpose and Objectives

The purpose and objectives of the Committee are to:

- oversee the implementation of regionally based strategies and advocacy identified in IMAP 2016-26 as adopted by member Councils in June 2016, and any subsequent reviews.
- develop regional actions and deliver outcomes which help ensure the continued development and liveability of the inner region of Melbourne into the future.
- bring together key government stakeholders to develop and deliver regionally based actions.
- provide regional decision-making necessary to implement agreed strategies and actions, which is binding on the member Councils; and
- provide impetus for the coordination and commitment of all partner organisations.

Attachment 4 - Instrument of Delegation to the Inner Melbourne Action Plan Implementation Committee

Context

In fulfilling its purpose and objectives, the Committee will have regard to:

- the overarching governance principles in section 9(2) of the Act;
- legislative requirements generally;
- available resources;
- existing initiatives and programmes in the Region;
- economic, social and environmental values; and
- respecting individual differences between communities

Role and Functions

The Committee will, with respect to:

Programming

- Review and approve updates to the IMAP 2016-26 in the first year of a new four year Council term, which will underpin the activities of the Committee during that term.
- Develop and approve an annual Implementation Program budget to implement strategies stated in the IMAP 2016-26 and its subsequent reviews. This Program is to be updated and approved annually by the Committee.
- Approve individual "Project Briefs" developed to progress specific actions in accordance with the Committee's approved Implementation Program.
- Ensure the execution of the Implementation Plan meets the planned activities over the four year Council term; monitor the progress of individual actions.
- Establish the IMAP Leadership Forums (Executive Forum and the Annual Forum) to provide strategic input to the identification of regional priorities and development of the annualised Implementation Program.

Budgeting

- On or before 30 November each year, prepare a draft annual budget for the next financial year for submission to the Committee for approval. The annual approval of the Implementation Program must be carried unanimously by the members on the Committee.
- In consultation with the members on the Committee, and by reference to the budget above; determine the amount that each Member Council will contribute annually for the cost of the Committee's functions, coordination and administration.
- On or before 31 December each year, make recommendations to the member Councils of budget allocations required to effect the implementation of specific Committee strategies and actions for consideration in each Member Council's annual budgeting process.
- Be authorised to advocate to, and seek funding from, external public entity sources for the Committee's strategies and actions.

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Attachment 4 - Instrument of Delegation to the Inner Melbourne Action Plan Implementation Committee

Procedures Protocol

- Regularly review and adopt the IMAP Operational Protocol, the Committee's governance procedures, to:
    - provide the basis for the working relationships between the member Councils in respect of matters within the scope of these Terms of Reference (including the role, relationships and operational processes of the Leadership Forums and the IMAP Executive Officer); and
    - assist the resolution of any issues that arise between member Councils in respect of the IMAP 2016-26 and its implementation; and
- Provide advice, from time to time, to the member Councils on the governance arrangements of the Committee.

(See also Proceedings of the Committee below.)

Admission of New Members

Additional neighbouring Councils can be admitted as member Councils (new Council) upon the recommendation of the Committee and following approval by resolution of all existing member Councils, on the basis that:

- the new Council
    - establishes a Joint Delegated Committee under section 64 of the Act which adopts the Instrument of Delegations, Schedule and Terms of Reference for the Committee
    - agrees to adopt the provisions of the existing IMAP 2016-26 and any future reviews
    - agrees to provide annual funding through their budget process on the same basis as the other member Councils on the Committee; and
- where possible, the new Council commences their membership at the start of a financial year with approved funding in place; and
- unless resolved otherwise by a majority of the existing member Councils, the new Council is entitled to the benefit of all actions and projects already completed or in progress by the Committee.

Structure and Membership

The Committee consists of the following member Councils:

- City of Melbourne;
- City of Port Phillip;
- City of Stonnington;
- City of Yarra; and
- Maribyrnong City Council

The governing body of the Committee will consist of the following voting members from the Member Councils:

- one Councillor of the relevant member Council;
- the Chief Executive Officer of the relevant member Council;

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Attachment 4 - Instrument of Delegation to the Inner Melbourne Action Plan Implementation Committee

Members

The Inner Melbourne Action Plan Implementation Committee will therefore comprise the following ten voting members:

- City of Melbourne:
  - Chair, Future Melbourne (Planning) Committee
  - Chief Executive Officer
- City of Port Phillip:
  - Mayor
  - Chief Executive Officer.
- City of Stonnington:
  - Mayor
  - Chief Executive Officer.
- City of Yarra:
  - Mayor
  - Chief Executive Officer.
- City of Maribyrnong:
  - Mayor
  - Chief Executive Officer.

Associates

The Committee will invite representatives from Government departments and public agencies to attend and participate as 'Associates'. Associate representatives will not be members of the Committee or entitled to vote, but can participate in any discussion. The Associate representatives may change from time to time and include:

- Two representatives from the Department of Environment, Land, Water and Planning; and
- One representative each (total of 3) from the Department of Jobs, Precincts and Regions, Victorian Planning Authority, and Department of Transport.

Proceedings of the Committee

The proceedings of the Committee will be in accordance with:

- the Act;
- these Terms of Reference; and
- the IMAP Operational Protocol; and
- the Governance Rules of the meeting's host Council.

In the event of any inconsistency between the documents listed above, the inconsistency will be resolved according to the order in which those documents are listed.

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Attachment 4 - Instrument of Delegation to the Inner Melbourne Action Plan Implementation Committee

Voting

- A quorum for the Committee will be six (6) members, which is a majority of the persons appointed to the Committee. At least three members present must be councillor representatives.
- Voting will be by a show of hands.
- For a motion to be successful, it must be carried with the support of the majority of members present representing at least four of the Councils listed above; excepting that the annual approval of the Implementation Program must be carried unanimously at a meeting with all Councils represented.

Appointing the Chairperson

The Chairperson shall be appointed from the councillor members of the Committee on a rotational basis for each meeting. If the Chairperson of the Council hosting the quarterly meeting is absent for all or part of a Committee meeting, the Committee members will appoint a Chairperson by majority resolution from those Councillor members present.

Meeting Dates

The Committee will set the times and dates for its meetings, and shall meet at least quarterly.

Conflict of Interest

The conflict of interest provisions for members of delegated committees prescribed by the Act and the Governance Rules of the meeting's host Council apply to members of the Committee.

Reporting

The business of the Committee shall be recorded in Minutes that shall be:

- distributed to each of the member Councils; and
- included in the Register of Minutes kept by the Committee; and
- made available for public inspection through each of the member Councils.

The Committee shall provide an Annual Report to the member Councils.

Administration

The Committee will nominate a host Council to manage administration and staff support on behalf of the Committee. This host arrangement will remain until the Committee resolve to vary or revoke it.

The IMAP Executive Officer will be appointed by the CEO of the host Council, in conjunction with the Executive Forum, to provide governance, advocacy and administrative support to the Committee.

The IMAP Executive Officer will undertake a Co-ordination/Project Management role to:

- ensure the timely and coordinated delivery of the overall annual program; and
- provide the day to day oversight of the Committee's program and specific actions; and
- support the communications and advocacy work of the Committee.

The IMAP Executive Officer will provide to the Committee:

- quarterly briefings at meetings; and
- six monthly progress reports on the Implementation Program.

Attachment 4 - Instrument of Delegation to the Inner Melbourne Action Plan Implementation Committee

Leadership Forums

The Committee will establish two Leadership Forums:

1. an Executive Forum consisting of the Chief Executive Officers of each of the member Councils;
2. an Elected Representatives Forum of all Councillors from the member Councils [Annual Forum]

The Leadership Forums will meet as often as determined by the Committee, with the role of the Forums being to:

1. make recommendations to the Committee on determining and driving strategic regional priorities;
2. provide advice to the Committee on annual priorities for the review of the Implementation Program;
3. facilitate advocacy, liaison, partnerships and co-ordination with key stakeholders, including identifying project synergies and opportunities arising from Federal, State and Local Government programs; and
4. receive Plan updates, progress reports and an Annual Report from the Committee on the Implementation Program.

Proceedings of Leadership Forum meetings will be recorded by minutes for formal tabling and consideration by the Committee.

Project Teams

The Committee is able to establish Project Teams for the purpose of undertaking individual project actions. The Project Teams are formulated to develop the Project Brief and deliver individual actions in response to the Implementation Program.

The composition and funding of the Project Teams are needs based and approved by the Committee as part of its Implementation Plan budget approval process.

The funding for specific project actions (including external funding where obtained) can be centralised in a member Council's account (ie the 'project lead' Council or the host Council) or, alternatively, each partner Council can make project payments as required. The method of administering funding will be determined on an individual project needs basis.

Day to day co-ordination and integration of the Project Teams is managed by the IMAP Executive Officer.

Individual 'Project Briefs' must be approved by the Committee before any funding is determined.

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11.8 Transparency and Good Governance Policies

Reference: D20/129745
Authoriser: Group Manager Chief Executive's Office

Purpose

1. To strengthen Council's commitment to transparent governance and respond to the enactment of the Local Government Act 2020 ("2020 Act") and the repeal of sections of the Local Government Act 1989 ("1989 Act") by:

   (a) giving effect to the public transparency principles through the adoption and implementation of a Public Transparency Policy as required under section 57 of the 2020 Act;

   (b) continuing the ongoing public, transparent and timely reporting of Councillor expenses and introducing a new report to Council's independent Audit and Risk Committee through the adoption of a Councillor Expenses Policy as required under section 41 of the 2020 Act; and

   (c) continuing the transparent and effective operation of Council's committees, including endorsement of membership at public Council meetings, publication of meeting minutes and notes on Council's website and ongoing operation of conflict of interest provisions while complying with the changed provisions of the 2020 Act by updating the Council Committees Policy.

Background

2. The repeal of sections of the 1989 progressively throughout 2020 creates a requirement to adopt a number of specific policies as set out in the 2020 Act and make changes to existing policies to ensure they comply with and appropriately reference the new legislative provisions. This report presents three policies for Council's endorsement.

   Public Transparency Policy

3. The requirement for a Public Transparency Policy is a new one, introduced by section 57 of the 2020 Act, but the need for public transparency itself is not new. Already, there are a number of specific measures in place in relation to transparency, in the 1989 Act, the Privacy and Data Protection Act, the Freedom of Information Act and both the staff and Councillor codes of conduct. In general terms, all information is publicly available, except where otherwise exempt. The provisions in the 2020 Act do not change this, but they express it more clearly, and require that Council takes steps to ensure this principle underpins its operations.

4. A copy of the draft Public Transparency Policy can be found at **Attachment One.**

5. In summary, the draft policy presented for Council's consideration includes the following:

   (a) It is proposed to establish a **'Public Transparency Website'** – essentially a page on Council's website where all of the information that is made readily and proactively available can be found. This is all information that is required to be available under the Act (or other Acts), as well as guidance and assistance for how other information may be requested;

   (b) Specific guidance for staff on the **administrative release** of documents to assist them to release information without requiring a person to submit a Freedom of Information request and with a view to making the bulk of information available to the public in that way (i.e., it is provided either proactively or on request under the basic principle that information should be available unless it is exempt, not because there is a specific legislative requirement that obliges us to release it);

(c) Clarification of the importance of **Freedom of Information** as an enabling framework that allows Council to release documents that might otherwise be prohibited from release under the Privacy and Data Protection Act or some other Act and setting out the provisions to describe how the Freedom of Information Act can be used to facilitate the release of documents in accordance with the transparency principles in the 2020 Act; and

(d) A definition of **confidential information** that can be clearly understood by staff and members of the public that is designed to limit the amount of information that is confidential and noting specifically that such information is still able to be requested and assessed under the Freedom of Information Act.

6. It is recommended that Council adopt the draft Public Transparency Policy as attached to ensure compliance with the 2020 Act. The necessary resolution is set out at clause 1 of the report recommendation.

Councillor Support Policy

7. The 2020 Act requires Council have a policy only as far as it relates to the reimbursement of expenses for Councillors. In reality, these reimbursements are very minor at Yarra, with a very small number of such reimbursement requests being lodged each year. Best practice (and the practice currently in place at Yarra) is to have a policy that more broadly covers the provisions of support to Councillors, especially as the 2020 Act no longer includes any such provisions (beyond a section about allowances). Council currently has a Councillor Support and Reimbursement of Expenses Policy, but it has not been reviewed since 2014.

8. A copy of the draft Public Transparency Policy can be found at **Attachment Two.**

9. In summary, the draft policy presented for Council's consideration includes the following:

(a) The current policy does not contain a definition for **reasonable private use**, nor does it describe where reasonable private use is permissible. The draft policy includes a definition of reasonable private use, being "use for purposes other than Council business that does not result in additional costs to Council and is reasonable in the circumstances. Reasonable private use must be consistent with Council policy including, but not limited to, the Councillor Code of Conduct, Governance Rules and Council's IT policies";

(b) It is proposed to **permit the reasonable private use** of the Council provided smartphone, computer equipment, bicycle or electric bicycle, subject to a specific exclusion about election-related uses. It is also proposed to include provisions to allow Councillor to extend a Council trip for personal purposes (at their own cost). None of these provisions come at any cost to Council;

(c) The previous policy had a large number of provisions scattered throughout that set out certain **resources provided to Councillors**. The new policy sets them all out in one list. In doing this, a number of updates were made, including the ability to user an Uber account or a car share scheme, the ability for the CEO to approve other reasonable requests, such as safety apparel, office furniture or other items not listed and provision for reasonable accommodations for a Councillor with a disability or other special needs;

(d) The draft policy includes a provision to ensure that Councillors **cannot seek reimbursements for things like donations, raffle tickets, charity auction items** and the like. This is because the 2020 Act includes a prohibition on the establishment of policies that enable a Councillor to commit Council funds to community groups and the like (Councillor Discretionary Funds). To ensure our policy cannot be seen as breaching this provision, it contains these proposed provisions. The provisions do not prevent Council from purchasing tickets for Councillors to attend fundraising events in their official capacity;

(e) Council has an established practice of supporting Councillors in their representative roles by **providing meeting facilities** for them to host community meetings, ward meetings, public meetings and the like. This support is not currently included in the existing expenses policy. In setting out what support is to be provided, care has been taken to ensure that such meetings are supported only when they are Councillor initiated and hosted, and to ensure that Councillors cannot be accused of committing Council funds to support community groups (as to do so would run afoul of the Councillor Discretionary Funds prohibition in the Act);

(f) It is proposed continue the practice of publishing **quarterly expense reports** on Council's website and to adjust the reporting categories of expenditure slightly, by creating new categories of 'community representation' and 'professional development' and removing the distinction between 'local' and 'interstate and overseas' costs;

(g) The draft policy includes a requirement that a quarterly report of Councillor reimbursements be provided to the **Audit and Risk Committee**;

(h) The draft policy provides that **Councillor allowances** continue to be paid monthly (at the start of the month), how pro-rata payments are calculated and that additional payments cannot be made in advance; and

(i) The draft policy contains provisions to address the **early departure of Councillors**.

10. It is recommended that Council adopt the draft Councillor Support Policy as attached to ensure compliance with the 2020 Act. The necessary resolution is set out at clause 2 of the report recommendation.

Council Committees Policy

11. Council's existing Council Committees Policy was adopted by Council in July 2019 and provided a framework for the establishment of Council Committees (primarily advisory committees). With the removal of "Special Committees" and the creation of "Delegated Committees" in the 2020 Act, it is necessary to make some adjustments to the policy.

12. A copy of the draft Council Committees Policy can be found at **Attachment Three.**

13. The proposed changes to the policy are limited in scope to those matters directly arising from the need to align with the 2020 Act. The changes are:

(a) Updating the current references to Special Committees (from the 1989 Act) to Delegated Committees and Joint Delegated Committees (from the 2020 Act);

(b) Removal of all references to Assemblies of Councillors (from the 1989 Act) from the policy as this measure has now been repealed but retention of provisions requiring presentation of Delegate's Reports and the publication of meeting minutes or notes on Council's website; and

(c) The narrower definition of confidential information in the Act requires that it alone cannot be relied on to ensure that confidential matters discussed at Committee meetings (like early drafts of policies or contemplated Council decisions) are protected from release. The draft policy proposes a broadening of the definition to include matters as described in the Public Transparency Policy and placement of the same obligations on Committee Members as exists for staff and Councillors.

14. It is recommended that Council adopt the draft Council Committees Policy as attached to ensure alignment with the 2020 Act. The necessary resolution is set out at clause 3 of the report recommendation.

External Consultation

15. No external consultation has been undertaken in the development of this report.

Internal Consultation (One Yarra)

16. The draft policies presented in this report have been presented for discussion and feedback to Council's Executive Team and to Councillors at an internal Governance Workshop.

Financial Implications

17. There are no financial implications of this report.

Economic Implications

18. There are no economic implications of this report.

Sustainability Implications

19. There are no sustainability implications of this report.

Climate Emergency Implications

20. There are no climate emergency implications of this report.

Social Implications

21. There are no social implications of this report.

Human Rights Implications

22. There are no human rights implications of this report.

Communications with CALD Communities Implications

23. No communications with CALD communities has taken place in the development of this report.

Council Plan, Strategy and Policy Implications

24. As part of *Objective 7: A leading Yarra*, the City of Yarra Council Plan 2017-2021 contains the strategy "*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*". The review of the policies set out in this report has given effect to this strategy by seeking to enliven the governance principles (and in particular the public transparency principles) set out in the 2020 Act.

Legal Implications

25. With the change from the 1989 Act to the 2020 Act, it is necessary for Council to comply with a number of legislative requirements in accordance with a progressive program of implementation timeframes. Council officer have established an inter-departmental working group to continue to monitor the progress of the implementation program to ensure that Council meets its legislative responsibilities in this regard.

26. The adoption of these policies (and other measures presented to this same meeting) brings Council up to date with its legislative obligations, with the next matters to be presented to Council being the Audit and Risk Committee Charter on 1 September 2020 and the Councillor Gift Policy on 15 September 2020.

Other Issues

27. There are no other issues identified in this report.

Options

28. There are no alternative options presented in this report.

29. It is open to Council to alter any of the attached policies by alternative resolution.

Conclusion

30. It is recommended that Council adopt the three policies presented as attachments to this report.

RECOMMENDATION

1. That Council adopt:

   (a) the Public Transparency Policy at **Attachment One** as the public transparency policy required under section 57 of the Local Government Act 2020;

   (b) the Councillor Support Policy at **Attachment Two** as the expenses policy as required under section 41 of the Local Government Act 2020; and

   (c) the Council Committees Policy at **Attachment Three**.

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

Attachments
1⇩ Public Transparency Policy
2⇩ Councillor Support Policy
3⇩ Council Committees Policy

Attachment 1 - Public Transparency Policy

Public Transparency Policy

Title	**Public Transparency Policy**
Description	A policy to give effect to the public transparency principles in the Local Government Act 2020 by specifying which Council information is made publicly available and explaining how it may be accessed.
Category	Governance
Type	Policy
Approval authority	Council
Responsible officer	Senior Governance Advisor
Approval date	18 August 2020
Review cycle	Every four years
Review date	18 August 2024
Document Reference	
Human Rights compatibility	This policy has been assessed and is compatible with the Victorian Charter of Human Rights and Responsibilities

1. Purpose

This policy gives effect to the public transparency principles as set out in the Local Government Act 2020, which provide that decision-making processes be transparent wherever possible and that Council information generally be available and accessible to members of the public.

The policy specifies what Council information must be publicly available and describes the ways in which it can be accessed.

2. Policy

Yarra City Council shall be transparent in its decision making processes and provide access to Council information in accordance with this policy and relevant legislation.

In fulfilling this commitment, Council will ensure that information is publicly available in accordance with this policy (including all policies, plans and reports required under the Local Government Act 2020 or any other Act), unless the information is confidential or the public availability of the information would be contrary to the public interest.

Further, Council will endeavour to ensure that information is understandable and accessible to members of the municipal community and will facilitate the public awareness of the availability of Council information.

3. Accessing Information

Council information may be accessed in a number of ways, depending on the type of information sought. The information classifications are:

- Information that is freely and proactively published;
- Information that is available on a public register or similar;
- Information that is available under administrative release;
- Information that is available under the Freedom of Information Act.

Attachment 1 - Public Transparency Policy

3.1. Information that is freely and proactively published

Council will establish and maintain a public transparency page on its website which includes information which is freely available and enables any person to access it anonymously and without needing to request it.

At a minimum, the public transparency page will include copies of, or links to, the following:

Document	Details
Councillors	
Councillor details	Names and contact details of all serving councillors, details of the wards they represent and their appointments to advisory committees and external bodies.
Councillor oaths and affirmations	The written oath or affirmation of office taken by each Councillor and administered by the Chief Executive Officer; and dated and signed before them as required by section 30 of the Local Government Act 2020.
Declarations of councillor induction training	The written declarations made by each Councillor before the Chief Executive Officer after completing Councillor induction training as required by section 32 of the Local Government Act 2020.
Election campaign donation summary	The summary of election campaign donation returns required to be made available by section 307 of the Local Government Act 2020.
Councillor expense reports	A quarterly record of Councillor expenses published in accordance with the Council Expenses Policy.
Personal interest return summaries	Summaries of the Personal Interest Returns submitted by Councillors as required to be made available by section 135 of the Local Government Act 2020.
Councillor Gift Policy	The Councillor gift policy required to be adopted by section 138 of the Local Government Act 2020.
Councillor code of conduct	The Councillor code of conduct required to be adopted by section 139 of the Local Government Act 2020.
Council and Committees	
Governance Rules	The rules in respect of the conduct of meetings, election of the Mayor and Deputy Mayor and the management of conflicts of interests, among other things, as required by section 60 of the Local Government Act 2020.
Council Meetings Operations Policy	The policy adopted by Council to guide the administrative arrangements for the conduct of meetings of the Council and its delegated committees.
Meeting Schedule	A schedule of all council meetings endorsed by Council at the commencement of each year.
Agendas	Agendas of council meetings and meetings of delegated committees containing officer reports and recommendations as set out in accordance with Council's Governance Rules.
Minutes	Records of proceedings of council meetings and meetings of delegated committees set out in accordance with Council's Governance Rules.
Meeting recordings	Audiovisual recordings of all council meetings held in the previous twelve months.
Instruments of delegation to delegated committees	The instruments of delegation adopted by Council under section 11 of the Local Government Act 2020 for any delegated committees.
Council Committees Policy	A policy adopted by Council to provide a framework for the establishment of Council Advisory Committees.

Attachment 1 - Public Transparency Policy

Public Transparency Policy

Advisory committee terms of reference	The Terms of Reference of each council advisory committee established by Council in accordance with its Council Committees Policy.
Audit and Risk Committee Charter	A Charter adopted by Council to specify the functions and responsibilities of the Audit and Risk Committee as required by Section 54 of the Local Government Act 2020.
Council Policies	
Community Vision	A document describing municipal community's aspirations for the future of the municipality as required by section 88 of the Local Government Act 2020.
Council Plan	A document setting out the Council's strategic direction, strategic objectives, strategies, strategic indicators and the initiatives and priorities for services, infrastructure and amenity as required by section 90 of the Local Government Act 2020.
Procurement Policy	A policy giving effect to the public transparency principles in the Local Government Act 2020 by specifying which Council information is made publicly available and explaining how it may be accessed as required by section 108 of the Local Government Act 2020.
Public Transparency Policy	A policy specifying the principles, processes and procedures applying in respect of the purchase of goods and services by the Council as required by section 108 of the Local Government Act 2020.
Community Engagement Policy	A policy giving effect to the community engagement principles by describing the type and form of community engagement proposed, specifying a process for informing the municipal community of the outcome and including deliberative engagement practices as required by section 55 of the Local Government Act 2020.
Complaints Policy	A policy describing the process for dealing with complaints made to the Council as required by section 107 of the Local Government Act 2020.
Privacy and Health Records Policy	A policy on Council's management of personal information as required by schedule 1 of the Privacy and Data Protection Act 2014.
Domestic Animal Management Plan	A plan setting out a method for evaluating whether the animal control services provided by Council are adequate to give effect to the requirements of the Domestic Animals Act and the regulations as required under section 68A of the Domestic Animals Act 1994.
Municipal Public Health Plan	A Municipal Public Health Plan prepared under section 26 of the Public Health and Wellbeing Act 2008 or an exemption from the requirement due to the inclusion of the relevant matters in a Council Plan or a strategic plan granted under section 27 of the Public Health and Wellbeing Act 2008.
Municipal Strategic Statement	A statement containing the strategic planning, land use and development objectives of the planning authority, strategies for achieving the objectives and a general explanation of the relationship between those objectives and strategies and the controls on the use and development of land in the planning scheme as required by section 12A of the Planning and Environment Act 1987.
Financial Planning	
Annual Budget	A budget containing financial statements, a description of the services and initiatives to be funded, major initiatives, prescribed indicators and measures of service performance, the amount to be raised by rates and charges, and other matters as required under section 94 of the Local Government Act 2020.
Financial Plan	A plan including statements describing the financial resources required, the decisions and assumptions that underpin these statements and statements describing any other resource requirements as required under section 91 of the Local Government Act 2020.

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Attachment 1 - Public Transparency Policy

Asset Plan	A plan information about maintenance, renewal, acquisition, expansion, upgrade, disposal and decommissioning in relation to each class of infrastructure asset under the control of the Council as required under section 92 of the Local Government Act 2020.
Revenue and Rating Plan	A Revenue and Rating Plan adopted by Council by the next 30 June after a general election for the following four financial years Council as required under section 93 of the Local Government Act 2020.
Annual Report	A report containing a report of operations of the Council ,an audited performance statement ,audited financial statements, a copy of the auditor's report on the performance statement and a copy of the auditor's report on the financial statements as required under section 98 of the Local Government Act 2020.
Staff	
Personal interest return summaries	Summaries of the Personal Interest Returns submitted by the Chief Executive Officer and officers nominated by the Chief Executive Officer as required to be made available by section 135 of the Local Government Act 2020.
Staff Code of Conduct	A policy providing procedures for dealing with alleged and actual breaches of conflict of interest, the taking of disciplinary action against a member of Council staff and the disclosure and recording of gifts as required under section 49 of the Local Government Act 2020.
Chief Executive Officer Employment and Remuneration Policy	A policy providing for the recruitment and appointment process, provisions to be included in the contract of employment, performance monitoring and an annual review of the Chief Executive Officer as required under section 45 of the Local Government Act 2020.
Workforce Plan	A document describing the organisational structure of the Council, specifying the projected staffing requirements and setting out measures to seek to ensure gender equality, diversity and inclusiveness as required under section 46(4) of the Local Government Act 2020.
Local Laws	
Local Laws	All local laws made by the Council under section 75 of the Local Government Act 2020.
Local law incorporated documents	All documents, codes, standards, rules, specifications or methods which contain any matter incorporated in a local law made by the Council under section 75 of the Local Government Act 2020.
Open Data	
Open Data Policy	A policy developed by Yarra City Council to improve the management and use of data assets in support of an open data policy which will deliver value and benefits for Council, Yarra based businesses and the Yarra community.
Open Data datasets	Assorted datasets made available in accordance with Council's Open Data Policy.
External Documents	
Councillor Conduct Panel determinations	Any decisions given to Council by a Councillor Conduct Panel in respect of any current Councillor following a determination under section 167 of the Local Government Act 2020.
Governance Directions	Any direction given to the Council by the Minister under section 175 of the Local Government Act 2020.
Compliance Exemptions	Any exemption from a regulatory requirement under the Local Government Act 2020 or the regulations granted to the Council the Minister under section 178 of the Local Government Act 2020.
Notice of appointment of Municipal Monitor	Any notice given to the Council by the Minister of the appointment of a Municipal Monitor made to the Council under section 179 of the Local Government Act 2020.

Attachment 1 - Public Transparency Policy

Note that some provisions of the Local Government 2020 have not been enacted at the time of the adoption of this policy, so not all of the above information may yet be available. Where this is the case, a note will appear to direct readers to equivalent information in the meantime.

3.2. Information that is available on a public register or similar

In addition to the information on the public transparency website, Council has an obligation to maintain a number of registers or similar records of information which is available to members of the public. Access to this information is governed by the relevant legislative or regulatory provisions and in some cases, is restricted to certain persons or is subject to payment of a fee. There may be limitations on what information can be made available, which will differ in each case, and be determined in accordance with the relevant enabling laws.

This information includes, but is not limited to:

Document	Details
Planning register	Section 49 of the Planning and Environment Act 1987 requires Council to keep a register containing the prescribed information in respect of all applications for permits and all decisions and determinations relating to permits and make it available for inspection.
Planning permit applications	Section 51 of the Planning and Environment Act 1987 requires Council to make a copy of every application for planning permit available for inspection until the end of the latest period during which an application for review may be made or, if an application to the Tribunal is made, until the application is determined by the Tribunal or withdrawn.
Planning permits	Section 70 of the Planning and Environment Act 1987 requires Council to make a copy of every planning permit that it has issued available for inspection.
Planning scheme amendments	Section 18 of the Planning and Environment Act 1987 requires Council to make the amendment, the explanatory report, any document applied, adopted or incorporated in the amendment and any accompanying agreement available for inspection until the amendment is approved or lapses.
Building register	Section 31 of the Building Act 1993 requires Council to keep a register of all building permits given to it and make it available for inspection.
Swimming pool register	Section 216D of the Building Act 1993 requires Council to maintain a register of swimming pools and spas and make it available to certain persons including owners and occupiers of properties appearing on the register.
Occupancy permit register	Section 74 of the Building Act 1993 requires Council to keep a register of all occupancy permits and temporary approvals and amendments given to it and make it available for inspection.
Register of orders	Section 126 of the Building Act 1993 requires Council to keep a register of all emergency orders, building notices or building orders given to it and make it available for inspection.
Domestic animals register	Section 18 of the Domestic Animals Act 1994 requires Council to keep a register of all registered dogs and cats and make it available for inspection.
Land information certificates	Section 121 of the Local Government Act 2020 requires Council to provide a land information certificate containing valuations of the property, rates chargeable and any rate arrears or interest.to any person upon application.
Staff Gift Register	Section 49 of the Local Government Act 2020 requires Council to maintain a register of gifts to record gifts disclosed by Council staff. A summary of the register for the current financial year is available on application.

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Attachment 1 - Public Transparency Policy

Councillor Gift Register	Section 138 of the Local Government Act 2020 requires Council to maintain a register of gifts to record gifts disclosed by Councillors. A summary of the register for the current financial year is available on application.
Delegations by Council	Section 11 of the Local Government Act 2020 requires Council to maintain a register of delegations made by the council to the Chief Executive Officer or members of a delegated committee. This register is available on request.
Delegations by the Chief Executive Officer	Section 11 of the Local Government Act 2020 requires Council to maintain a register of delegations made by the Chief Executive Officer to staff. This register is available on request.
Register of public roads	Section 19 of the Road Management Act 2004 requires Council to maintain a register of public roads and make it available for inspection.

Note that specific legislative requirements regarding the maintenance of registers or similar is subject to ongoing change. The list above represents Council's obligations at the time of the adoption of this policy, but it can be expected that the specific information available will change over time.

3.3. Accessing information by administrative release

While Council seeks to proactively publish information that has widespread community interest, it holds a significant amount of information that is available upon request. In the first instance, requests for information are assessed by the relevant Council department holding the information for their suitability for administrative release (that is, without requiring a formal application under the Freedom of Information Act). In undertaking this assessment, officers are guided by the overriding principle that Council information should be generally be available and accessible to members of the public.

In assessing whether information can be released in this way, officers have regard to a number of factors, including:

- Whether the applicant has a right to access the information under the Privacy and Data Protection Act or any other means;
- Whether the release of the information would breach the privacy of a third party;
- Whether the information can be provided without unreasonably impacting on organisational resources;
- Whether the release of the information would be contrary to the public interest (see below).

Public Interest Test

In determining whether the release of information would be contrary to the public interest, officers must identify any relevant public interest factors favouring disclosure and nondisclosure, balance the relevant factors favouring disclosure and nondisclosure; and decide whether disclosure of the information would, on balance, be contrary to the public interest.

In making a public interest assessment, the following considerations shall be regarded as irrelevant to the assessment and not be used to influence the outcome:

- Whether the information could cause embarrassment to, or a loss of confidence in, the Council,
- The extent to which the document may be misinterpreted or misunderstood by the applicant;
- The stated or suspected motives of the applicant; and
- The seniority of the individual who created the document.

Without unnecessarily restricting the information available by administrative release, where a public interest test is inconclusive or agreement about the information to be released is unable to be agreed

with the applicant, the applicant is to be referred to the Freedom of Information process in order to ensure their legal rights and independent review mechanisms are preserved.

Examples

Examples of information that would be released administratively might include:

- Policies, plans and reports required under the Local Government Act 2020 or any other Act;
- Records requested by a client showing details of their own interactions with Council;
- Details of a neighbouring owner where permitted under the Fences Act 1968;
- Copies of previous correspondence sent by Council to the applicant;
- Copies of policies, procedures and work instructions in relation to Council's operations;
- Publications and documents that have been released publicly by Council.

In most cases, records are released electronically. Where an applicant requests documents in hard copy, printing and copying costs may be chargeable. In some cases, copies of documents cannot be made available for copyright reasons, and an applicant may be invited to personally inspect the documents rather than be provided copies of them.

The kinds of documents that could not be released administratively would include:

- Documents containing information restricted from release under the Privacy and Data Protection Act;
- Contractual or other commercially sensitive information;
- Internal working documents, such as reports and records of Councillor Briefings, advice provided by Council officers, unpublished draft documents, internal emails and file notes;
- Documents containing information about external parties where they may object to its release;
- Documents containing legal opinion or advice.

Where a request for information cannot be accommodated by way of administrative release, applicants will be referred instead to the Freedom of Information process.

3.4. Accessing documents under Freedom of Information

The Freedom of Information Act 1982 provides an enabling framework for the assessment of requests for documents that are not otherwise available, and allows anyone to request to inspect Council documents or obtain copies of them. The Freedom of Information Act provides a mechanism for Council to release documents that may otherwise not be available due to privacy legislation, commercial restrictions or other reasons.

Further, Council's decisions in relation to requests submitted under the Freedom of Information process are subject to independent review by the Victorian Information Commissioner.

Applications must be made in writing and can be made on Council's website, by mail or in person at Council's Customer Service Centres.

4. Confidential Information

Despite Council's commitment to transparent decision-making, certain information and documents are confidential and it is necessary to ensure they are not publicly released.

Information is classified as confidential and is prohibited under the Act from release if it is:

Attachment 1 - Public Transparency Policy

- Council business information, being information that would prejudice the Council's position in commercial negotiations if prematurely released;
- security information, being information that if released is likely to endanger the security of Council property or the safety of any person;
- land use planning information, being information that if prematurely released is likely to encourage speculation in land values;
- law enforcement information, being information which if released would be reasonably likely to prejudice the investigation into an alleged breach of the law or the fair trial or hearing of any person;
- legal privileged information, being information to which legal professional privilege or client legal privilege applies;
- personal information, being information which if released would result in the unreasonable disclosure of information about any person or their personal affairs;
- 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;
- confidential meeting information, being the records of meetings closed to the public under section 66(2)(a) of the Act;
- internal arbitration information, being information specified in section 145 of the Act;
- Councillor Conduct Panel confidential information, being information specified in section 169 of the Act;
- information prescribed by the regulations to be confidential information for the purposes of this definition; or
- information that was confidential information for the purposes of section 77 of the Local Government Act 1989.

Information is also considered to be confidential by Council and is prohibited from administrative release under this policy if it is:

- personal information about an individual that is prevented from release under the privacy and Data Protection Act 2014;
- information which is exempt from release under the provisions of the Freedom of Information Act 1982;
- information which is required to be kept confidential under the Local Government Act 2020 or any other Act;
- information which is intended for an internal audience and is an opinion, advice or recommendation prepared by an officer for management, Councillors or the Council and its release would be contrary to the public interest;
- information which, if released, would prejudice Council or any other person;
- information which, if released, would be contrary to the public interest.
- Information that has been specifically designated and identified as confidential by the Chief Executive Officer or delegate.

Any person seeking access to information that is prohibited from administrative release may lodge an application under the Freedom of Information Act.

Attachment 1 - Public Transparency Policy

5. Related Documents

- Privacy and Data Protection Act (Vic) 2014
- Freedom of Information Act (Vic) 1982
- Local Government Act (Vic) 2020
- Copyright Act (Cth) 1986
- Yarra City Council Open Data Policy

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Attachment 2 - Councillor Support Policy

Councillor Support Policy

Title	**Councillor Support Policy**
Description	A policy to set out the resources and support to be provided to Councillors and members of Delegated Committees and the expenditure that may be claimed in performing their duties
Category	Governance
Type	Policy
Approval authority	Council
Responsible officer	Group Manager, Chief Executive's Office
Approval date	18 August 2020
Review cycle	Every four years
Review date	18 August 2024
Document Reference	
Human Rights compatibility	This policy has been assessed and is compatible with the Victorian Charter of Human Rights and Responsibilities

1. Purpose

To set out the resources and support to be provided to Councillors and members of Delegated Committees and the expenditure that may be claimed in performing their duties.

2. Preliminaries

2.1. Scope

This policy applies to all Councillors and members of Delegated Committees in relation to resources and support provided; and when seeking reimbursement for out-of-pocket expenses while carrying out their role.

2.2. Definitions

In this policy:

Act means the Local Government Act 2020.

Council Business means duties performed by a Councillor that are necessary or appropriate for the purposes of achieving the objectives of a Council having regard to any relevant Act, regulations, Ministerial guidelines or Council policies. This includes, but is not limited to:

- Council and Committee meetings and civic events;
- Meetings of external groups and bodies which a Councillor has been appointed Council delegate;
- Site inspections or meetings, or to participate in delegations or deputations to which a Councillor has been duly appointed as a representative of Council; and
- Meetings with residents, community groups, businesses and other stakeholders;
- Attendance at community events, fundraisers, awards ceremonies
- Participation in sector wide forums, meetings
- Other meetings which the Councillor attends as part of executing their duties as a Councillor for the City of Yarra.

Attachment 2 - Councillor Support Policy

Delegated committee has the same meaning as in the Act – being a delegated committee established by a Council under section 63, a joint delegated committee established under section 64 or a committee, other than a Community Asset Committee, exercising any power of a Council.

Family member has the same meaning as in the Act – being a spouse, domestic partner, parent, grandparent, sibling, child, grandchild, step-parent, step-sibling or step-child of the Councillors or their spouse or domestic partner; or any other relative that regularly resides with the Councillor.

Reasonable private use means use for purposes other than Council business that does not result in additional costs to Council and is reasonable in the circumstances. Reasonable private use must be consistent with Council policy including, but not limited to, the Councillor Code of Conduct, Governance Rules and Council's IT policies.

3. Policy

It is Council's policy to provide all Councillors with the necessary support and resources to effectively fulfil their duties of office.

A Council must adopt and maintain an expenses policy in relation to the reimbursement of out-of-pocket expenses for Councillors and members of delegated committees.

(2) A policy adopted by a Council under this section must—

(a) specify procedures to be followed in applying for reimbursement and in reimbursing expenses; and

Council will meet all expenses or reimburse a Councillor or a member of a delegated committee for out-of-pocket expenses which the Council is satisfied—

- are bona fide expenses;
- have been reasonably incurred in the performance of the role of Councillor or member of a delegated committee; and
- are reasonably necessary for the Councillor or member of a delegated committee to perform that role.

4. Resources Provided

4.1. Standard Resources

In order to support Councillors in performing their roles as elected representatives, a number of specific resources are provided. These resources may be used for Council business and, except where specifically noted, cannot be used for private use.

The standard resources available to Councillors are:

- **A smartphone** with a mobile data and telephony plan which shall be sufficient to meet the anticipated needs for Council business. Reconciliation of telephone accounts will take place quarterly, and where costs are found to exceed these monthly caps, Councillors will be given the opportunity to confirm that the costs have been incurred in the course of Council business or to reimburse costs related to personal use. Reasonable private use is permitted.
- **Computer equipment** comprising an internet connected laptop or tablet computer, external monitor, multifunction printer and necessary supporting hardware and software. Reasonable private use is permitted.

Attachment 2 - Councillor Support Policy

- **Office space** at Fitzroy and Richmond Town Halls, each containing a number of workstations, with computer access and meeting table.
- **Meeting space** in the Councillors Lounge at Richmond Town Hall and, by prior arrangement, at other facilities throughout the municipality.
- **Access to Council facilities** in the form of an access card providing 24 hours 7 days a week access into Collingwood, Fitzroy and Richmond Town Halls and a key to the Councillor's Office at the Fitzroy Town Hall.
- **Mail services** through Councillor pigeon holes at Richmond Town Hall, with contents cleared and couriered to the Councillor's home each Thursday evening or such other occasions as may be necessary.
- **Public Transport** by means of a Myki card, Cabcharge card and/or an account with a transportation network company such as Uber.
- **Private Transport** by means of access to the Council vehicle pool, membership of a car sharing scheme or reimbursement for use of a private vehicle (at the same rate per kilometre as is applicable to Council staff).
- **Sustainable Transport** by the provision of a manual or electric bicycle. This bicycle may be used for reasonable private use.
- **Car parking** both in a designated parking area at each of the Fitzroy and Richmond Town Halls and, by means of a Councillor Parking Permit, in Council vehicle zones; permit zones; paid parking areas and time restricted areas of 1P or more.
- **Stationery** items held or obtained generally for the organisation's requirements, including, but not limited to paper, business cards, writing implements, diaries, writing pads/books, computer storage devices, toner cartridges, envelopes and the like.
- **A name badge** displaying the Councillor's name, ward and, where relevant, title as Mayor or Deputy Mayor.
- **Catering** at meetings that take place during or immediately adjacent to recognised meal times, including accommodation for dietary requirements and through the provision of tea/coffee making facilities at each Town Hall. Alcohol shall not be provided.

In the addition, the following resources are made available to the Mayor:

- **A dedicated office** at Richmond Town Hall including communications equipment and meeting facilities.
- **Secretarial support** to assist the Mayor in effectively undertaking the role. The level of support will be determined by the CEO in consultation with the Mayor and budgeted positions.
- **A dedicated parking space** located in a secure, undercover location at Richmond Town Hall.

4.2. Additional Resources

In addition to the standard resources available to each Councillor, the Chief Executive Officer may approve the provision of additional resources to support a Councillor in their duties, either temporarily or for the term of office. Such resources may include office furniture such as an office chair and desk; corporate or safety apparel; sun smart items such as sunscreen, sunglasses and a hat; and any other necessary resources not anticipated in the development of this policy.

DRAFT

Attachment 2 - Councillor Support Policy

4.3. Civic Meetings

From time to time, Councillors may wish to host meetings with members of the community as part of their role as community representatives. These meeting are described variously as ward meetings, community meetings, public meetings or public forums. Council shall provide a suitable venue for such meetings where they have the following characteristics:

- The meeting has a clear purpose that is part of a Councillor's representative role.
- The host Councillor is in attendance for the meeting.
- The meeting is not of a nature that would be more appropriately directed to the Community Venue Subsidy Hire program.
- Where provided, catering is limited to tea, coffee, biscuits and water.

5. Support Provided

5.1. Child Care

Council will either meet or reimburse the out of pocket cost of child care where a Councillor with child care responsibilities is undertaking Council business.

Expenses for child care may be claimed in respect of children up to the age of sixteen years.

Payments cannot be claimed where the child care provider is a family member of the Councillor.

5.2. Care Relationships

Council will either meet or reimburse the out of pocket cost of care where a Councillor is in a care relationship within the meaning of section 4 of the Carers Recognition Act 2012 and is undertaking Council business.

Payments cannot be claimed where the care provider is a family member of the Councillor.

5.3. Other Support

The following support shall also be made available to Councillors where required:

- For a **Councillor with a disability**, Council will provide reasonable additional support, facilities and equipment to support them in discharging the duties of office.
- For a **Councillor with poor English**, Council will provide reasonable translation or other language services to enable effective communication with the organisation and community.
- For an **observant Councillor**, Council will, to the extent practicable, accommodate their observance of faith through the provision of necessary facilities and consideration in the scheduling of Council meetings and events.

6. Professional Development Program

6.1. Conferences and Seminars

Councillors shall be regularly provided with details of recognised and/or industry approved conferences and seminars for their reference and attention.

Attachment 2 - Councillor Support Policy

Subject to the availability of funds, Council shall meet the cost of registration fees, accommodation, travelling expenses, meals and other incidental expenses associated with authorised attendance at conferences and seminars.

The following approval process is applicable:

- Events **interstate or overseas** may be attended following approval by the Council. Councillors are encouraged to nominate themselves as early as possible to enable the preparation of a report to a subsequent Council meeting. Where approval is granted, Council shall meet associated expenses, subject to any conditions or limitations determined by the Council.
- Events **within Victoria** is subject to the availability of relevant budget funds and the approval of the Chief Executive Officer or delegate. Councillors may nominate themselves for attendance at such events.

6.2. Training and Development

Council is committed, subject to the availability of funds, to support Councillors in meeting their training and professional development needs relating to their role as a Councillor, including that facilitated through attendance at recognised and approved conferences, seminars, and study and training courses.

Councillors shall be provided with details of recognised and industry approved training and development opportunities for their attention. It is also noted that the following principles will apply:

- While the undertaking any professional development through attendance at training or study courses is strongly encouraged, participation shall be on a completely voluntary basis;
- As the needs of individual Councillors will vary, Councillors may wish to enlist the assistance of the Group Manager Chief Executive's Office and/or the Organisational Culture and Capability Branch in identifying available courses, seminars, training or study materials to satisfy individual needs;
- A personal training program may be developed for Councillors, if required;
- The Chief Executive Officer shall be responsible for approving training and development programs under this policy;
- Council may meet or reimburse professional development fees including study expenses incurred, subject to approval of the Chief Executive Officer; and
- Development programs and initiatives may be available to Councillors collectively or individually.

Training and professional development expenditure should always be tested against the key criteria of whether it is relevant to the Councillor's role and in the interest of the Yarra community. Should insufficient funds be available in the current year's budget, Councillors may attend training opportunities, by paying their own expenses.

6.3. Travel

Council shall meet the cost of travel associated with Council business or as part of a Councillor's professional development program.

Air travel

Bookings for air travel shall be made by Council officers through Council's approved travel agent. In selecting the appropriate fare, officers shall seek to book the best value fare, having regard to cost, timing, quality and any fare conditions such as cancellation fees and additional charges. While

Attachment 2 - Councillor Support Policy

Councillors are able to accrue loyalty points, Council officers are not to consider whether such points are available in determining the most suitable airline or fare.

Accommodation

Accommodation shall be provided at a four-star or above standard (or equivalent), in a location convenient to the travel itinerary. Where Councillors travel together, they will be each be booked a separate room.

Meals and incidentals

Council shall reimburse the cost of all meals and other incidental costs associated with travel, including breakfast, lunch and dinner, coffees, transport fares, car parking. Other than with a meal, expenditure on alcohol shall not be reimbursed.

Personal Travel

Councillors may request that their itinerary be extended for personal reasons. If an extension results in a higher fare, Councillors must reimburse Council for the difference. If an extension in dates results in a lower fare, no payment to the Councillor shall be made.

Any additional costs arising from a partner, spouse or companion accompanying a Councillor on a business trip must be borne by that person, unless there is a bona fide and pre-approved business purpose to support their presence.

Where Councillors wish to 'upgrade' their travel, such as by flying in business class, staying in a higher standard of accommodation or hiring a prestige car or similar, they are able to do so, subject to meeting the additional cost to Council of the upgrades.

7. Councillor Allowances

Mayoral, Deputy Mayoral and Councillor Allowances shall be payable in accordance with the provisions of section 39 of the Act.

A payment of one twelfth of the annual amount shall be made to each Councillor's nominated bank account on the first cheque cycle within each calendar month. Where a part month payment is calculable, an amount of 1/365 of the annual amount shall be payable for each day for which the allowance is payable, irrespective of the length of that month.

For the avoidance of doubt, on the day of a Mayoral election, the incoming Mayor and Deputy Mayor shall receive the Councillor Allowance and the outgoing Mayor and Deputy Mayor shall receive the Mayoral and Deputy Mayoral Allowances respectively.

Where a Councillor wishes to arrange a sacrifice payment of part or all of their allowance into a complying superannuation fund, a request must be lodged before the commencement of that month.

As the regular scheduled payment is made in advance at the commencement of each month, no additional payments can be made in advance.

8. Expenses that will not be met

While this is not an exhaustive list, for the avoidance of doubt, the following expenses will not be met:

- Donations, grants or subsidies to individuals, community groups or other organisations.
- Purchases at charity auctions, raffles, fundraising events or similar.
- Costs associated with venue use other than for those civic meetings described above.
- Costs related to electoral or other personal political activity.
- Costs of personal travel.

Attachment 2 - Councillor Support Policy

- Legal and other expenses arising from the bad faith behaviour of a Councillors.
- Expenses of a personal nature, such as clothing, toiletries, beauty and medical services.

9. Administrative arrangements

9.1. Administration

The primary contact for Councillors relating to expense matters is the Office of the Mayor and Councillors.

9.2. Expense Reimbursement

For reasons of practicality, Councillors may be expected to meet the upfront cost of some minor expenses, and seek reimbursement from Council upon the presentation of a tax invoice or statutory declaration (where a tax invoice cannot be obtained).

As a general principle, expense reimbursements should only be sought where it is impractical to arrange direct payment by Council through the Mayor and Councillor's Office (such as for minor incidental expenses).

In order to seek reimbursement of out of pocket costs, Councillors must:

- Submit an expense reimbursement form to the Mayor and Councillors Office.
- Attach a Tax Invoice (receipt) showing GST payable.
- Describe the nature of the expense and why it was incurred.

In cases where a tax invoice cannot be provided (such as for incidental expenses, expenses incurred overseas, online transactions or lost or damaged tax invoices), Councillors may be requested to provide alternative evidence of charges (such as credit card statements, screen shots or electronic receipts or other transaction records) before reimbursement can be made.

To enable all expenses to be included in the quarterly report, Councillors shall lodge all reimbursement claims within one month of the conclusion of the quarter in which the expense was incurred.

9.3. Transparency

Expense Reports

The cost to Council of all payments, charges and reimbursements made under this policy shall be publicly reported on a quarterly basis, by means of a report on Council's website. An annual total for each Councillor shall be included in Council's Annual Report.

Reports shall identify costs for each Councillor, separated into the following categories:

- **Councillor Allowances**, which includes statutory allowances for the Mayor and Councillors, inclusive of any amount sacrificed into a complying superannuation fund.
- **Communication Costs**, which includes monthly fees and usage costs associated with Councillor smart phone computer equipment. They do not include any charges reimbursed by Councillors.
- **Travel Expenses** includes taxi fares, public transport costs, reimbursement to Councillors for kilometres travelled in their private vehicles, airfares, accommodation and ancillary costs associated with travel for Council business.

- **Community Representation** includes cost of attendance at events while representing Council in an official capacity, such as community events, dinners, fundraisers, media events, and network meetings.
- **Professional Development** includes registration fees, travel and accommodation costs associated with attendance or participation in conferences or professional development programs and professional membership fees.
- **Other Costs** includes carer expenses, printing and other incidental expenditure incurred by Councillors in performing their Councillor role.

Councillors will be provided a copy of their quarterly expense report and will be given an opportunity to query or clarify any included expenses before publication.

The quarterly report will be published within three months of the end of the quarter (ie before the end of the following quarter).

Audit and Risk Committee

The Audit and Risk Committee will receive a copy of the quarterly expense report, together with specific details of all expense reimbursements made during that quarter.

Conference Reports

Following attendance at any conference approved by Council resolution under the terms of this policy, Councillors shall present a Delegates Report to Council providing an overview of the conference program and its relevance to the City of Yarra. Councillors shall present this report to Council within two months of their return.

9.4. Indemnity

Council will indemnify and keep indemnified each Councillor against all actions or claims whether arising during or after their term of office in respect of anything necessarily done or reasonably done or omitted to be done in good faith in the performance of a duty or a function or the exercise of a power under the Act, the regulations or a local law or any other Act; or in the reasonable belief that the act or omission was in the performance of a duty or a function or the exercise of a power under the Act, the regulations or a local law or any other Act.

Council shall maintain public liability and professional liability insurance for this purpose and a copy of the certificate of currency for this insurance will be provided to Councillors on request.

9.5. Departure of a Councillor

Where a Councillor leaves office, the following arrangements shall be made:

- Any overpayment of the Mayoral Allowance or Councillor Allowance shall be repaid to Council within 60 days. Where this would cause hardship, the Chief Executive Officer may enter into repayment arrangements for the recovery of the excess amount.
- Swipe cards, keys and Cabcharge or other charge cards shall be returned upon departure.
- IT equipment including, but not limited to, computers, phones, printers, unused consumables, cables and chargers shall be returned upon departure.
- Where issued, Council's bicycle and associated accessories shall be returned on departure.
- Upon request, any other items such as stationery, furniture, ergonomic equipment, corporate or safety apparel or any other Council owned items shall be returned on departure.
- Where approved by the Chief Executive Officer, Councillor name badges, name plates and other personalised items may be retained as a memento.

Attachment 2 - Councillor Support Policy

10. Members of Delegated Committees

This policy applies to members of a delegated committees who are not Yarra Councillors as if "Councillor" were replaced with "Committee member".

Council will not meet the expenses of members of delegated committees where these expenses are met by another Council or organisation.

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Attachment 3 - Council Committees Policy

Council Committees Policy

Title	**Council Committees Policy**
Description	Council's policy on the operation of Council Committees.
Category	Governance
Type	Policy
Approval authority	Council
Responsible officer	Group Manager, Chief Executive's Office
Approval date	18 August 2020
Review cycle	Every four years
Review date	18 August 2020
Document Reference (Trim)	D19/128875
Human Rights compatibility	This policy has been assessed and is compatible with the Victorian Charter of Human Rights and Responsibilities

1. Purpose

To record Council's Policy on the operation of the following types of Council Committees:

- Advisory Committees
- Interest Groups
- Project Consultative Groups

2. Preliminaries

2.1. Scope

The Policy applies to all Council Committees fitting the definition herein.

For the avoidance of doubt, the policy does not apply to the following:

- A Delegated Committee established under section 63 or a Joint Delegated Committee established under section 64 of the Act;
- An Audit and Risk Committee established under section 53 of the Act; or
- An external body to which Council is entitled or invited to appoint a delegate as its representative.

2.2. Definitions

Term / Abbreviation	Definition
Act	Local Government Act 2020
Committee Member	Means a person appointed to a Council Committee and includes Councillors, Community Members, Organisational Representatives and Staff.

Attachment 3 - Council Committees Policy

Committee Secretariat	Means the Council officer(s) appointed by the manager of the relevant Council as having responsibility for administering the committee, and their line management.
Community Member	means a person appointed to a Council Committee to represent their own views.
Council	means the Yarra City Council
Council Committee	means any of the following types of Committee: Advisory Committee: means a committee established by Council to provide advice to Council, a special committee or a Council officer. Interest Group: means a committee established by Council to facilitate networking among members (including Council) on a subject of mutual benefit. Project Consultative Group: means a Committee established by Council to provide advice and facilitate consultation in the delivery of a specific project.
Organisational Representative	means a person appointed to a Council Committee to represent the views of an organisation, community group or club.
Delegated Committee	Means a committee with delegated authority established under section 63 or a Joint Delegated Committee established under section 64 of the Act.
Staff Representative	means a member of Council staff appointed to a Council Committee to provide their professional advice and view.

3. Policy

Council Committees are committees established by the Yarra City Council to assist the Council in fulfilling its obligations. Council Committees cannot make decisions or form policy on behalf of Council, cannot direct Council officers in the discharge of their responsibilities and are not responsible for expenditure. There are three distinct types of Council Committees:

Advisory Committees provide advice to Council, a Delegated Committee or a Council officer with decision-making authority. Where Advisory Committee advice cannot be acted on within the delegated power of Council officers, it must be referred to Council for formal resolution before being acted on. Advisory Committees are supported by a formal structure and support mechanisms.

Interest Groups are established to facilitate networking among the membership (which may include Councillors and staff) on a subject of mutual interest and benefit. These committees are relatively informal, with support provided by Council.

Attachment 3 - Council Committees Policy

Project Consultative Groups are convened in relation to a specific policy development, planning process, capital project or other time limited project and provide a mechanism to engage with the community to achieve specific pre-determined objectives. These groups are established for a fixed period only.

Summary of policy provisions

Type of Committee	Advisory Committee	Interest Group	Project Consultative Group
3.1 Establishment	Council	Council	Council or delegate
3.2 Purpose	Terms of Reference	Terms of Reference	Project Management Framework
3.3 Composition	Councillors Community Members Organisational Reps	Councillors Community Members Organisational Reps Council officers	Councillors Community Members Organisational Reps Council officers
3.4 Selection	Council	Council	Council or delegate
3.5 Chair	Councillor	Committee Member	None
3.6 Working Groups	Yes	No	No
Reporting to Council	Delegates Reports	Delegates Report	Project status reports
Record of meetings	Minutes	Meeting Notes	Meeting Notes
Public reporting	Minutes	Meeting Summaries	Consultation results

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3.1. Establishment of Committees

Advisory Committees and Interest Groups

Advisory Committees and Interest Groups can only be established by resolution of Council.

Prior to the establishment of either type of Committee, Council shall consider a report setting out the case for the establishment of the committee. At a minimum, the report is to include:

- the role of the committee and why it is required;
- a Terms of Reference for the committee;
- the membership composition of the committee, including how a diverse range of experiences and views will be achieved; and
- the resource implications of the committee, including direct costs and secondary costs associated with staff time, venue operations and commitment of resources.

Attachment 3 - Council Committees Policy

Project Consultative Groups

Project Consultative Groups can be established by resolution of Council or by a Council officer acting under delegated authority.

In addition to the relevant matters set out for an Advisory Committee, a decision to establish a Project Consultative Group is to include consideration of:

- the specific tasks or deliverables expected of the committee; and
- the appropriate lifespan of the committee.

A Project Consultative Group is to be seen as an addition to a consultation program, and should not be interpreted as a replacement for wider consultation of affected persons or communities.

3.2. Terms of Reference

Each Advisory Committee and Interest Group is to be supported by a Terms of Reference which sets out specific details of the Committee, including:

- the type of the committee;
- the purpose of the committee,
- the general or specific objectives of the committee;
- the make-up and total number of members to be appointed to the committee;
- the make-up and numbers of each classification of members;
- the term of appointment of members;
- the manner of the appointment of a Chair;
- any specific skills, experience, qualifications or categories of expertise or representation sought in members to be appointed to the particular committee;
- the expected frequency and timing of meetings.

In addition, each Terms of Reference shall spell out the circumstances where the operation of the committee departs from this policy (if any).

The structure of a Project Consultative Group is to be set out in the Project Management Framework for the specific project.

3.3. Composition

The membership of a Council Committee will vary depending upon its specific role, and may comprise a combination of:

- Councillors;
- Community Members;
- Organisational representatives; and/or
- Council officers (except for an Advisory Committee).

Councillors

All Advisory Committees shall include one or more Councillors, with each Councillor being appointed for a term of twelve months. Councillor appointments are made each year at the special Ceremonial Council Meeting.

Interest Groups and Project Consultative Groups are not required to include a Councillor, but where they do so, that Councillor is appointed for the life of the Committee or on other terms set out at the time of appointment.

Attachment 3 - Council Committees Policy

Community Members

Where Council Committees provide for Community Members, they shall either be selected following a public expression of interest process or, in the case of a committee with 'open membership', following confirmation that they fit the membership criteria.

Community Members are expected to bring their personal views to committee discussions, and not be answerable to another organisation, community group or club.

Organisational Representatives

Where Council Committees provide for Organisational representatives, they shall be appointed on the basis of advice from their supporting organisation.

Organisational representatives are expected to represent the views of their supporting organisation, but are not required to seek formal endorsement of every position before contributing it to the discussion. Organisational Representatives are also expected to provide periodic reporting back to their supporting organisation about the subject matter of discussions.

Guests and Observers

Council Committees are not public meetings, and only appointed Committee Members, Observers and the Committee Secretariat may attend without an invitation from the Chair.

Observers play a role in some Council Committees as described in the Terms of Reference, and may freely participate in committee discussions. All Councillors have a standing invitation to attend Council Committees as an observer.

Guests may attend meetings by invitation in order to make presentations, provide specialist advice, participate in discussions or for any other reason. The Chair has discretion to the degree of participation by any committee guests.

3.4. Appointment of Chair and Committee Members

Appointment of Chair

The manner of appointment of the Chair shall be set out in the Terms of Reference. Unless otherwise provided for in the Terms of Reference, in the event of the Chair (or joint Chairs) not being in attendance, the Council Committee will appoint another member to chair that meeting.

Appointment of Committee Members

The selection of committee members is to be conducted in an inclusive and transparent manner.

Councillors are appointed to committees annually, at Council's Ceremonial Meeting in November.

Community Members and Organisational Representatives are appointed in accordance with the *Appointment of Members to Council Committees Procedure*. In cases where a committee has been established by a Council officer under delegation, then the members may be appointed by that same delegate.

Where a Council Committee is identified as having an 'open membership', then a formal selection process is not required, as all persons fitting the criteria set out in the terms of reference are welcome to attend. To facilitate this attendance, interested persons are required to notify the relevant Council officer of their wish to participate in advance of the meeting.

3.5. Working Groups

Working Groups may be formed by Advisory Committees only. Except where specifically provided for in the Terms of Reference, membership of Working Groups is limited to members of the relevant

Attachment 3 - Council Committees Policy

Advisory Committee. Working Groups cover a specific area of interest relating to the Advisory Committee and have a narrower focus than the Advisory Committee itself.

Working Groups should be inclusive in design and informal in operation, with all Advisory Committee members having the opportunity to participate. Minutes are not required to be kept of Working Group meetings, but they are expected to report back to the next meeting of the Council Committee, with that report incorporated into the Advisory Committee minutes.

3.6. Operation of Committees

Setting the Agenda

The determination of matters for inclusion on the agenda shall be the responsibility of the Committee Secretariat, in consultation with the Councillors on the committee. In making this decision, the Committee Secretariat shall seek to focus the Committee on matters of interest to Council and relevant to the development and delivery of policies and programs within Council's control and to Council's broader advocacy agenda.

In addition to any formal committee business, all meetings shall provide an opportunity for 'general business' or 'matters from the membership' to enable all members to raise issues of interest to the group. While this provides an opportunity for the committee to address of mutual interest, if it is the Committee's view that Council officers should undertake further investigation, research or policy development, this request must form part of a subsequent Delegate's Report and be subject to Council resolution.

Consensus decision-making

Council Committees are to operate on a consensus basis. Instead of voting for items to identify a majority, a committee using consensus is committed to finding solutions that everyone actively supports or accepts. This ensures that all opinions, ideas and concerns are taken into account. Through listening to each other, the group aims to develop proposals that work for everyone.

Where consensus is unable to be achieved, committees should explore the development of advice that identifies differing positions and highlights the key issues for Council's consideration.

In rare situations where a formal position of an Advisory Committee is desired and a consensus position cannot be reached, the Chair may accept motions moved and seconded by Committee Members and conduct a vote in accordance with Council's meeting procedures. In order to conduct a vote:

- at least a majority of Committee Members must be present;
- only Committee Members may vote; and
- in the event of an equal number of votes, the matter is lost and the Chair may not exercise a casting vote.

Any advice provided by the Council Committee on the basis of a non-consensual position (ie following a vote) is to be qualified by the fact that the position was not unanimous and where relevant, a dissenting position is to be provided.

3.7. Expectations of Committee Members

Behaviour

Committee Members are expected to support the objectives of the Committee, and participate in meetings in a positive and constructive manner. Committee Members have been brought together to share diverse views, actively listen to contrary arguments and be open to different interpretations and suggestions.

Attachment 3 - Council Committees Policy

Attendance

An appointed member absent for three or more consecutive meetings without leave or reasonable explanation may be requested to explain their absence. In the event that absenteeism of a member is ongoing, the Committee Secretariat may request the Chief Executive Officer (in consultation with Councillors) to declare the position vacant.

Public statements

Committee members, with the exception of the Chair, must not make statements to the media or on social media about Council business or items discussed by the Council Committee in a way that purports to represent the views of the Council or Council Committee or discloses or reveals confidential information provided to them in the course of committee business.

Privacy and Confidentiality

Information discussed, received, used or created by the Committee is confidential. Any member of a Council Committee must not disclose information that they know, or should reasonably know, is confidential information (in accordance with Section 125 of the Act and Council's Public Transparency Policy).

A Committee member must not in any way disclose, record, retain, or reproduce confidential information; nor may they permit non-members to do so.

Dissent

Committee members are not expected to agree with all advice of the Committee and are free to respectfully express their dissenting view during meetings of Council Committees.

Committee Members who are repeatedly unable to agree with or support the advice of the Council Committee are advised to consider their ongoing membership of the Council Committee.

Conflict of interests

If a Committee Member has a general conflict of interest within the meaning of section 127 of the Act or a material conflict of interest within the meaning of section 128 of the Act. in an item to be considered or discussed by the Committee while they are in attendance, the Committee Member must disclose this to the Chair.

Where the Chair is of the opinion that the circumstances of the conflict warrant it, the Committee Member may be asked to leave the meeting while the matter is discussed.

Elections (Community Members and Organisational Representatives only)

If a Community Member or Organisational Representative of a Council Committee nominates for election to Council, State Parliament or Federal Parliament they must seek leave of absence from their Committee position from the time of declaring they have nominated (or intend to nominate). Upon election, they are deemed to have resigned from the Committee.

Resignation

A member may resign from a Council Committee at any time by advising of their resignation in writing to the Chair, Mayor or Chief Executive Officer. Any additional appointment to fill the vacancy for the remainder of the term shall be made in accordance with the *Appointment of Members to Council Committees Procedure*.

Committee members are appointed by Council, and their appointment may be terminated at Council's sole discretion at any time without reason, irrespective of their term of appointment.

Attachment 3 - Council Committees Policy

3.8. Expectations of Council Officers

The manager of the relevant Council Department is responsible for the appointment of a Committee Secretariat - the Council officer(s) to undertake administrative tasks of the Council Committee and to attend all meetings. The Committee Secretariat the primary contact for all Committee Members in relation to the business of the Council Committee.

While Council officers may participate freely in discussions, they are to recognise the purpose of the Committee is to hear diverse viewpoints and that the Council officer's role is not to direct or seek to influence this discussion. Council officers are primarily present to provide a professional viewpoint and provide technical advice.

3.9. Providing Advice to Council

Delegates Reports

Following each meeting of an Advisory Committee, a Delegate's Report may be provided by the Councillor(s) appointed to the committee at a subsequent ordinary meeting of Council. This Delegate's Report provides an opportunity to formally present the committee's advice to the Council and table any background reports, research findings or policy recommendations to the Council. While the Responsible Officer may assist in providing material to support the development of a Delegate's Report, responsibility for its preparation and submission rests with the relevant Councillor(s).

At a Councillor's request, and with the leave of the Mayor, a Community Member or Organisational representative may address the Council in the presentation of this report.

Similarly, if a Councillor is appointed to an Interest Group, they may submit a Delegate's Report if they choose to do so, either following a meeting or on a periodic basis.

Delegate's Reports are not submitted in relation to Project Consultative Groups, as their discussions are included in relevant project status reports and consultation results.

Delegate's Reports are to be presented to Council with a motion for noting only. Any business arising from such meetings requiring a Council resolution is to be presented as an item of General Business or Notice of Motion.

Committee Submissions to Council

Council meetings provide an opportunity for members of the public to make submissions on matters before the meeting. Council Committees may not use this opportunity to make submissions on behalf of the Council Committee, as the appropriate mechanism for a Committee to provide advice to Council is through a Delegate's Report. Committee members may address the Council in relation to these Delegate's Reports as provided for above.

Committee Submissions to external parties

From time to time, opportunities will arise to make submissions to other organisations in relation to the subject matter of the Committee. In these circumstances, Council may request the Council Committee to provide advice in relation to the development of a Council submission. While the Council Committee may provide significant advice, any final Council submission must be approved by the Council or Council officer under delegation, and must not be submitted by the Council Committee itself.

Attachment 3 - Council Committees Policy

Submissions by Committee Members

Members of Council Committees are free to make individual submissions to Council or to third parties provided they:

- do not purport to speak on behalf of the Council or Council Committee;
- do not suggest they speak with the Council or Council Committee's endorsement or support;
- either do not describe themselves as a member of a Council Committee or, if they do so, make it expressly clear that they do not speak in this capacity;
- do not disclose or draw on any confidential information or research provided to them in the course of the Council Committee operation.

3.10. Transparency

In order to maintain transparency of Committee operations, the following information is to be published on Council's website in respect of each Advisory Committee:

- the Terms of Reference
- the names of all members *
- adopted minutes of each meeting
- Delegates Reports (in minutes of Council meetings)

* *Council has the discretion to appoint persons to a Council Committee without disclosing their name publicly if such disclosure would, or would be reasonably likely to, endanger the life or physical safety of that person. Where a person is appointed to a Council Committee in such circumstances, their name shall be redacted from publicly available Committee documents, including meeting minutes.*

In the case of Interest Groups, the following information is to be published on the website:

- the Terms of Reference
- the names of all members *
- A Meeting Summary listing the items discussed at each meeting
- Delegates Reports (in minutes of Council meetings)

In the case of Project Consultative Groups, information is to be made publicly available through project community updates, progress status reports to Council and publication of consultation results. The mechanism for publication of this information is to be determined on a case by case basis.

3.11. Administrative Arrangements

Meeting Agendas

Agendas of Council Committee meetings are to be circulated to all Committee Members at least seven days in advance of each meeting, with a copy available to all Councillors on request. Agendas should include all associated materials, such as background reports, research papers and officer reports.

The structure of an agenda may be determined by the Council Committee, but must include:

- a statement of recognition of Wurundjeri Woi Wurrung land;
- attendance and apologies;
- declarations of conflict of interest;
- adoption of minutes of the previous meeting; and
- business arising from the previous meeting.

Attachment 3 - Council Committees Policy

Minutes of Meetings

Minutes of Advisory Committee meetings are to be circulated to all Committee Members following each meeting, and a copy is to be available to all Councillors. At the latest, the minutes are to be circulated within 14 working days of the meeting. The Minutes shall include:

- the name of the meeting;
- the date, time and place of the meeting;
- the time at which the meeting commenced and concluded and the times of any adjournment and resumption of the meeting;
- the names of the members or guests present and a record of their attendance during the whole meeting;
- details of any conflicts of interest disclosures made;
- a listing of the matters considered and discussed and, where a consensus position was reached, the details of that position; and
- in the event of a formal motion, the names of the mover and seconder and the outcome of any vote or division.

Meeting minutes should not contain any material that is confidential or prohibited from release under the Privacy and Data Protection Act 2014.

Meetings of Interest Groups and Project Consultative Groups do not require formal minutes – meeting notes kept by the Committee Secretariat are sufficient.

Changes to the Terms of Reference

It is recognised that, from time to time, circumstances may change leading to the need for minor administrative changes to a Council Committee Terms of Reference. Where an update does not result in material change, such change may be made administratively. Examples include a change to the name of a Council or government department, an alteration to reflect an endorsed change to Council policy, a change resulting from a Council resolution and an update to legislation which does not have a material impact.

Any proposed change or update which materially alters the Terms of Reference must be made by resolution of Council.

Practical support for diverse membership

The Committee Secretariat is responsible for providing any necessary assistance to ensure barriers to participation in Council Committees are reduced. In particular, the Committee Secretariat shall ensure that meeting arrangements and selection processes do not discriminate against participants on the basis of the protected characteristics set out in the Equal Opportunity Act 1994. Examples of such assistance might include a flexible meeting schedule to suit participants, use of accessible venues, provision of support for languages other than English or assistance with transport to/from meetings.

Reimbursement of Expenses

Members of Council Committees are not remunerated for their participation.

For Community Members and Organisational Representatives, reimbursement of reasonable expenses associated with attendance may be made, subject to prior agreement and approval. Such reimbursement may include (for example) costs associated with transport, child care or interpreting services.

For Councillors, expense reimbursements are to be made in accordance with the Councillor Support Policy.

Attachment 3 - Council Committees Policy

3.12. Caretaker

The operation of Council Committees shall be suspended upon the commencement of the election period ahead of a general Council election. During that period, Council Committee meetings will not be held, although any outstanding Delegate's Reports my still be reported to an ordinary meeting of Council during this period.

Council Committees shall resume meeting following the election and the appointment by the incoming Council of Councillors to each committee.

3.13. Sunset

All Council Committees will sunset on 30 June following each Council election.

Council's Governance Support Unit will be responsible for presenting a report to Council in advance of this date that recommends a committee structure to support the implementation of the Council Plan. This report will include recommendations on:

- the proposed committee structure;
- the endorsement of Terms of Reference for each committee; and
- the process for appointment of members to each committee.

Where it is recommended that an existing committee continue in operation, the report will provide advice on the treatment of the existing Terms of Reference and the existing membership.

Where it is desirable for a decision on the future of an existing committee to be made earlier than the 30 June sunset date, a report can be made to Council any time following the swearing in of Councillors after the election.

4. Related Documents

Council Documents

- Individual Committee Terms of Reference
- Appointment of Members to Council Committees Procedure
- Councillor Support and Reimbursement of Expenses Policy
- Election Period Policy

Legislation

- Local Government Act 2020
- Privacy and Data Protection Act 2014

DRAFT

12.1 Notice of Motion No.9 of 2020 - Push Notification System for Yarra

Reference: D20/132129
Authoriser: Group Manager Chief Executive's Office

I, Councillor Bridgid O'Brien, hereby give notice that it is my intention to move the following motion at the Ordinary Meeting of Council to be held on 18 August 2020:

1. *That Council:*

   (a) request appropriate Officers provide a brief Report on a Yarra Push Notification System that includes:

      (i) the viability of such a system and what it could include in terms of filters and links, etc.;

      (ii) the potential implementation timeline; and

      (iii) the plan to inform our community of the system; and

   (b) request a recommendation for consideration before the election period if possible.

Background

Push Notification for Yarra:

(a) All properties in Yarra are, because of their location, associated with one of the 'Grid areas' that are the basis on which planning overlays are presented as indicated at https://planning-schemes.delwp.vic.gov.au/schemes/yarra/maps#

(b) The push notification system could be developed so that once people register their interest in a 'Grid area' then they would be advised of any planning applications arising therein. Some level of user selected filtering could be included, choosing one or more of, say 'small', 'medium', or 'large' as preferred, filters to exclude specific notifications such as liqueur licenses, to include only notifications pertaining to heritage, other filters to avoid unwanted 'flooding'.

(c) The planning information pushed to those who register would be the same as what is on the property signage at the moment and people could further search on the Council website as they wish and this would make it easier to access the specific information of interest.

(d) People could register for one or more 'Grid areas' where they live near a border or similar.

(e) The notification system could extend to advising of Council strategy reports, structural planning studies, local traffic management plans, service updates and anything else affecting the 'Grid area' based on an opt in, opt out model. Once developed it could be expanded to include things like local events, etc.

This proposed system once implemented could be completely automated.

Community appetite for something immediately regarding Planning matters has been expressed. It is intended not to place great burden on Council Officers and until automated may only require looking up the 'Grid area' in which a planning application is located to initiate the push notification system.

Something similar already exists but a more specific Yarra Planning Alert system with links to our website is proposed with the potential to be expanded to other areas of Council. See:

https://www.planningalerts.org.au/authorities/yarra_city

The above model provides email alerts of new planning applications near the subscriber.

Initially, a Yarra notification system could provide a link to the advertised planning application/s, possibly planning permit application decisions and appeals, as well as information about pre-application planning meetings.

A Push Notifications System would contribute to the Annul Plan objective to: *"Collaborate with the local community and relevant stakeholders to ensure Yarra becomes a Smart City which delivers a connected, informed and sustainable future."* Further, the 2020 satisfaction survey ACSS found *"Community concern around planning issues… in Yarra do appear to exert a somewhat negative influence on satisfaction with Council's overall performance…"* The ACSS indicates that respondents consider planning issues as one of the top three issues to address in the municipality. A system such as a Push Notification System proposed here could work to improve community satisfaction in this area.

RECOMMENDATION

1. That Council:
    (a) request appropriate Officers provide a brief Report on a Yarra Push Notification System that includes:
        (i) the viability of such a system and what it could include in terms of filters and links, etc.;
        (ii) the potential implementation timeline; and
        (iii) the plan to inform our community of the system; and
    (b) request a recommendation for consideration before the election period if possible.

Attachments
There are no attachments for this report.

12.2 Notice of Motion No.10 of 2020 - Keep the Rate

Reference: D20/132181
Authoriser: Group Manager Chief Executive's Office

I, Councillor James Searle, hereby give notice that it is my intention to move the following motion at the Ordinary Meeting of Council to be held on 18 August 2020:

1. *That Council notes:*

   (a) *the many Yarra residents that rely on Federal Government income support payments and the inadequacy of the Newstart and Youth Allowance payment rates prior to their increase March 2020 (having not been raised in real terms since 1994);*

   (b) *the impact that COVID-19 has had on Yarra workers with many more now relying on income support payments (more than doubling since March 2020, increasing from 2,884 to 6,574 people);*

   (c) *that the current rate of JobSeeker and Youth Allowance has ensured 1.85 million people are not living in poverty, including pulling nearly 900,000 people out of poverty who were receiving income support payments before COVID-19;*

   (d) *that the Federal Government has an obligation to ensure these payments are adequate by permanently raising the rate, which will keep millions of unwaged, underemployed, insecure workers and students above the poverty line;*

   (e) *that the Disability Support Pension and Carers Payment were excluded from financial support extended to job seekers during COVID-19 which has put significant financial strain on recipients of these payments, who remain below the poverty line and many of whom have higher costs than people who are not living with a disability; and*

   (f) *that any cut to the JobSeeker or Youth Allowance payments – currently planned for 24 September, which the Australian Unemployed Workers' Union has dubbed #PovertyDay – will plunge many people reliant on income support payments into deep poverty, including thousands of people living in Yarra.*

2. *That Council calls on the Federal Government to retain the current payment rate for JobSeeker and Youth Allowance, to permanently increase the Disability Support Pension and Carers Payment by the same amount of $550 per fortnight, and to extend the suspension of mutual obligations at least until 31 December 2020.*

3. *That Council supports the Australian Unemployed Workers' Union #KeepTheRate campaign and will work with the AUWU, Raise the Rate affiliates and other community groups to retain the current level of JobSeeker and Youth Allowance payments.*

4. *That Council writes to the Prime Minister, Federal Opposition Leader, relevant Ministers and Shadow Ministers, the Australian Council of Trade Unions and the Australian Council of Social Services to communicate the points contained in this motion.*

RECOMMENDATION

1. That Council notes:
   (a) the many Yarra residents that rely on Federal Government income support payments and the inadequacy of the Newstart and Youth Allowance payment rates prior to their increase March 2020 (having not been raised in real terms since 1994);
   (b) the impact that COVID-19 has had on Yarra workers with many more now relying on income support payments (more than doubling since March 2020, increasing from 2,884 to 6,574 people);
   (c) that the current rate of JobSeeker and Youth Allowance has ensured 1.85 million people are not living in poverty, including pulling nearly 900,000 people out of poverty who were receiving income support payments before COVID-19;
   (d) that the Federal Government has an obligation to ensure these payments are adequate by permanently raising the rate, which will keep millions of unwaged, underemployed, insecure workers and students above the poverty line;
   (e) that the Disability Support Pension and Carers Payment were excluded from financial support extended to job seekers during COVID-19 which has put significant financial strain on recipients of these payments, who remain below the poverty line and many of whom have higher costs than people who are not living with a disability; and
   (f) that any cut to the JobSeeker or Youth Allowance payments – currently planned for 24 September, which the Australian Unemployed Workers' Union has dubbed #PovertyDay – will plunge many people reliant on income support payments into deep poverty, including thousands of people living in Yarra.
2. That Council calls on the Federal Government to retain the current payment rate for JobSeeker and Youth Allowance, to permanently increase the Disability Support Pension and Carers Payment by the same amount of $550 per fortnight, and to extend the suspension of mutual obligations at least until 31 December 2020.
3. That Council supports the Australian Unemployed Workers' Union #KeepTheRate campaign and will work with the AUWU, Raise the Rate affiliates and other community groups to retain the current level of JobSeeker and Youth Allowance payments.
4. That Council writes to the Prime Minister, Federal Opposition Leader, relevant Ministers and Shadow Ministers, the Australian Council of Trade Unions and the Australian Council of Social Services to communicate the points contained in this motion.

Attachments
There are no attachments for this report.

12.3 Notice of Motion No.11 of 2020 - Richmond Estate Car Park Safety

Reference: D20/132185
Authoriser: Group Manager Chief Executive's Office

I, Councillor James Searle, hereby give notice that it is my intention to move the following motion at the Ordinary Meeting of Council to be held on 18 August 2020:

1. *That Council acknowledge:*
   - *(a) the increasing on street parking pressures in and around Elizabeth St Richmond, reflective of increasing car parking pressures across inner Melbourne;*
   - *(b) the long term safety concerns expressed by residents of the public housing towers in North Richmond and their preference for using on street parking rather than the onsite car parking provided;*
   - *(c) Council's policy that parking provided onsite should be used to alleviate on street car parking pressures; and*
   - *(d) the lack of action on safety concerns about the North Richmond towers car parking despite this being raised with DHHS over many years.*
2. *That the Mayor write to the Member for Richmond, Richard Wynne and the secretary of the DHHS Ben Rimmer requesting urgent action on improving safety and amenity on the onsite car parking at the North Richmond towers to support residents and their visitors using the car park to free up on street car parking for visitors and residents without access to off street parking.*

RECOMMENDATION

1. That Council acknowledge:
   - (a) the increasing on street parking pressures in and around Elizabeth St Richmond, reflective of increasing car parking pressures across inner Melbourne;
   - (b) the long term safety concerns expressed by residents of the public housing towers in North Richmond and their preference for using on street parking rather than the onsite car parking provided;
   - (c) Council's policy that parking provided onsite should be used to alleviate on street car parking pressures; and
   - (d) the lack of action on safety concerns about the North Richmond towers car parking despite this being raised with DHHS over many years.
2. That the Mayor write to the Member for Richmond, Richard Wynne and the secretary of the DHHS Ben Rimmer requesting urgent action on improving safety and amenity on the onsite car parking at the North Richmond towers to support residents and their visitors using the car park to free up on street car parking for visitors and residents without access to off street parking.

Attachments
There are no attachments for this report.