Council Meeting Agenda

to be held on Thursday 27 August 2020 at 6.30pm via MS 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.

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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. **Council business reports**
5. **Notices of motion**
6. **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. Council business reports

Item		Page	Rec. Page	Report Presenter
4.1	The design, management and safety of Council parks, reserves and gardens	5	24	Lucas Gosling – Director Community Wellbeing
4.2	Planning Scheme Amendment C280yara – 32-68 Mollison Street, Abbotsford	36	47	Fiona van der Hoeven – Assistant Manager City Strategy
4.3	Amendment C245 - Theatres Studies and Fix Up Amendment - Panel Report	172	185	Fiona van der Hoeven – Assistant Manager City Strategy
4.4	Proposed Amendment C281yara - New Cremorne Car Parking Provisions	726	735	Fiona van der Hoeven – Assistant Manager City Strategy
4.5	PLN19/0450 - 36-52 Wellington Street, Collingwood - Supplementary Report - Proposed Planning Scheme Amendment C285yara	829	833	Mary Osman – Manager Statutory Planning

5. Notices of motion

Item		Page	Rec. Page	Report Presenter
5.1	Notice of Motion No.12 of 2020 - Investing in the post-COVID Recovery	991	992	Amanda Stone – Councillor

6. Urgent business

Nil

4.1 The design, management and safety of Council parks, reserves and gardens

Executive Summary

Purpose

Council resolved on 28 May 2019:

"*That Officers present a report to Council on public safety in Council Parks, Reserves and Gardens (parks), such report to address issues including but not limited to:*

- *(a) appropriate lighting such that parks can be used safely by all members of the community after dusk;*
- *(b) the viability of panic alarms or other appropriate forms of raising emergency attention to issues;*
- *(c) that the overall planning, designing and managing of parks be addressed in a manner to recognise Council's policies of gender equality and inclusion and address considerations that:*
  - *(i) park supervisors are appropriately trained in leisure time management and social pedagogics;*
  - *(ii) pedestrian pathways be clearly visible (e.g. Clear route concept, in direct line of sight to streets and apartment buildings);*
  - *(iii) pedestrian and cycling pathways across parks should be well lit (e.g. Sensor activated or continual lighting after dark); and*
  - *(iv) cleanliness in the parks include safe, clean and functioning toilets close to the playground or park if not in the park.*

Additionally, on 30 July 2019, Council subsequently resolved to:

- *(a) note that there is significant material available evidencing research into the safety impacts of self-defence training for the referenced groups;*
- *(b) defer this report for consideration with the Gender mainstreaming report about lighting, panic alarms, the "Yarra Free to Be" app and the inclusive use of public space and sporting facilities; and*
- *(c) request that such report include:*
  - *(i) available gender data on the use of sporting facilities and leisure centres, including a break-down of gym use, group fitness areas and other services provided by our leisure centres; and further; and*
  - *(ii) the available gender data on clubs using our sporting facilities, include the gender makeup of teams using the space as well as club leadership.*

Key Issues

Council officers have undertaken research of public safety practices and approaches with particular regard to the design, management and safety of Council parks, gardens and reserves and have considered the role and viability of other tools and mechanisms to support public safety.

It is recognised that safety in and near parks remains a concern for some in our community, and we continue to monitor trends and consider multi-faceted solutions to address these concerns.

Officers recommend continuing to seek out grant opportunities focused in the public safety realm, and the further investigation and trial of technologies such as those described throughout the report to complement a suite of tools aimed at addressing perceptions of safety in open spaces. The submission of the *Public Infrastructure Safety Fund* described earlier in this report is an example of officers pursuing a multi-faceted, sophisticated approach to address the complexities of perceptions of safety (the outcome of this application remains pending).

Financial Implications

There are no financial implications identified.

RECOMMENDATION

That Council:

(a) notes that gender based violence continues to be a serious issue of great concern in our community including in public spaces;

(b) notes that Council's Open Space Lighting Policy (2014) is under revision with the intent to integrate a leading multi-faceted design approach to the way we light our parks, gardens and reserves with the development of a Public Open Space Lighting Policy;

(c) supports a strategic review of the existing Gender Equity Strategy (2016-2021), in the context of the commencement of the Gender Equality Act 2020;

(d) endorses the implementation of Gender Impact Analysis of policies, services and programs in line with the requirements of the Gender Equality Act 2020, including Council's Physical Activity Plan, Council's Allocation Policy and Yarra's Leisure Master Plan; and

(e) request officers to continue advocacy efforts and the pursuit of grant opportunities focused on public safety and inclusive place-based technologies.

4.1 The design, management and safety of Council parks, reserves and gardens

Trim Record Number: D20/134126
Responsible Officer: Director Community Wellbeing

Purpose

1. Gender based violence continues to be a serious and highly prevalent issue in Australia. Women in our community are at far greater risk of family and sexual violence. Whilst much of this violence against women is perpetrated by men known to them, women also have frequent experiences of violence whilst engaging in public spaces perpetuated by opportunistic individuals. Some studies have indicated that approximately 10% of women over the age of 15 have experienced violence perpetuated by a stranger.
2. Unfortunately, there also continues to be a number of shockingly violent incidents and murders in public spaces, some of which have caught the attention of the community. Recent examples have included the high profile cases such as those involving Natalina Angok, Aiia Maasarwe, and Eurydice Dixon to name but a few.
3. Councillors have expressed serious concern over these matters and have asked officers to examine a range of issues intended to make our community a safer place.
4. On 28 May 2019, Council resolved:

   "*That Officers present a report to Council on public safety in Council Parks, Reserves and Gardens (parks), such report to address issues including but not limited to:*

   (a) appropriate lighting such that parks can be used safely by all members of the community after dusk;

   (b) the viability of panic alarms or other appropriate forms of raising emergency attention to issues;

   (c) that the overall planning, designing and managing of parks be addressed in a manner to recognise Council's policies of gender equality and inclusion and address considerations that:

   (i) park supervisors are appropriately trained in leisure time management and social pedagogics;

   (ii) pedestrian pathways be clearly visible (e.g. Clear route concept, in direct line of sight to streets and apartment buildings);

   (iii) pedestrian and cycling pathways across parks should be well lit (e.g. Sensor activated or continual lighting after dark); and

   (iv) cleanliness in the parks include safe, clean and functioning toilets close to the playground or park if not in the park.
5. This report has been drafted to satisfy the above resolution; it presents information on Council policies and procedures in practice relevant to public safety in Council Parks, Reserves and Gardens. Given the broad focus of the resolution, matters such as roads and lanes and private open spaces are not discussed at this time.
6. This report also presents community perception of safety results as they relate to Council Parks, Reserves and Gardens from the Annual Customer Satisfaction Survey (ACSS) 2019. Results for 2020 are currently being finalised by officers and are to be presented to Councillors' Briefing in the coming weeks.
7. To present current research and the findings of a brief literature review on the efficacy and efficiency/effectiveness of panic alarms (and other devices) and lighting relative to public safety issues and particularly public parks, reserves and gardens.

8. To present current research and an update on current practices utilised to achieve safer public places.

9. Additionally, on 30 July 2019, Council subsequently resolved to:

   (a) note that there is significant material available evidencing research into the safety impacts of self-defence training for the referenced groups;

   (b) defer this report for consideration with the Gender mainstreaming report about lighting, panic alarms, the "Yarra Free to Be" app and the inclusive use of public space and sporting facilities; and

   (c) request that such report include:

      (i) available gender data on the use of sporting facilities and leisure centres, including a break-down of gym use, group fitness areas and other services provided by our leisure centres; and further; and

      (ii) the available gender data on clubs using our sporting facilities, include the gender makeup of teams using the space as well as club leadership.

10. This report will also present information related to available gender data on the use of sporting facilities and leisure centres, including a break-down of gym use, group fitness areas and other services provided by our leisure centres.

11. This report will attempt to address each of these matters in turn, noting that further reports on particular areas will be the subject of future engagement with Council.

Background

12. Council is responsible for lighting of open spaces such as parks, reserves and sports grounds and select trails. Council owns and pays for their maintenance and electricity charges and monitors their performance.

13. Electricity distributors own and maintain the majority of street lighting within the municipality, with network charges and service costs paid for by the Council. Alphington's streetlights are managed by Jemena, with the balance of the municipality managed by CitiPower.

14. Lighting enables community and business activity outside of daylight hours. By illuminating key routes, lighting can encourage sustainable modes of transport. Lighting can highlight urban features and enhance the look and feel of the city by night.

15. Council also purposefully does not light particular areas so as to reduce light pollution, support urban wildlife, improve residential amenity and not create false perceptions of safety by lighting remote areas with poor passive surveillance.

16. Causal links between the presence of lighting and reductions in the incidence of crime are equivocal and vary by setting. To promote public safety and deter criminal activity, Council officers employ the holistic approach of Crime Prevention Through Environmental Design (CPTED) which consider aspects of natural surveillance, access control, territorial reinforcement and maintenance.

<u>Perceptions of safety – findings of the Annual Customer Satisfaction Survey 2020</u>

17. It is important to note the relationship between "perceptions of safety" and real, lived experience. The term is not intended to in anyway diminish or suggest that perceptions are not based on reality, only that perceptions play an important role in understanding what physical areas may require attention. Perceptions of safety can also be seen on a spectrum and can be both positive and negative. Indeed perceptions of particular areas may vary dramatically based on time of day, activation levels and specific events, and are broadly used in several research areas including the annual customer satisfaction survey and peer based apps as a way of providing community input.

18. One of the time series questions asked in the ACSS is: *"On a scale of 0 to 10, how safe do you feel in the public areas in the City of Yarra during the day and at night?"* If respondents recorded a score of less than six, they asked why they felt unsafe and where they felt least safe.

19. In 2020, 112 respondents identified specific places where they felt least safe. Approximately 15 percent cited in and near parks, including near Princes Park, Merri Creek trail and some of which are located outside of the City of Yarra.

20. Since the first ACSS in 2010, perceptions of public safety remain lowest in and around Victoria Street and not within Council's Parks, Reserves and Gardens.

21. In 2020, the neighbourhoods that had lower perceptions of safety scores were Abbotsford, Collingwood and Richmond North and these scored lower for both the day and night. In these neighbourhoods, Council parks, reserves and gardens were not the predominant locations associated with respondents feeling unsafe; however, lighting and safety at night were notable themes.

Perceptions of safety – findings of the Annual Customer Satisfaction Survey 2019

22. In 2019, 85 respondents identified specific places where they felt least safe of which 14 percent (12 respondents) cited in and near parks, including near Princes Park, Edinburgh Gardens, and Atherton Gardens and some of which are located outside of the City of Yarra.

23. Similar to the results in 2020, the neighbourhoods that had lower perceptions of safety scores were Abbotsford, Collingwood and Richmond North and these scored lower for both the day and night. In these neighbourhoods, parks, reserves and gardens were not associated as the locations where respondents felt unsafe; however, lighting and safety at night were common themes.

24. It is important to note that over the past six months, Council's customer relationship management reporting system has captured a total of one *Community Safety* query related to the provision of, and investigation into, the adequacy of lighting specific to Council parks, reserves and gardens, in relation to Clifton Hill (Darling Gardens). The vast majority of *Community Safety* queries have related to drug issues (approximately 40 queries received).

25. Nevertheless, it is recognised that safety in and near parks remains a concern in our community, and we continue to monitor trends and consider multi-faceted solutions to address these concerns. One way, for example, is through the provision of smart lighting solutions, as discussed in the below sections.

Provision of lighting within Open Space

26. The lighting of open space outside of daylight hours is provided to our community for a variety of reasons, including:

    (a) Park destinations: Designated areas within parks and gardens that have specific uses outside of daylight hours. This may include structured sport and recreation uses, for example Edinburgh Gardens Tennis Club;

    (b) Key linkages and connections: Important access connections to public transport, shops or community hubs where no safe and accessible street network exists for walking/cycling. For example Mayors Park- linkage between Clifton Hill Station and Queens Parade; and

    (c) Shared paths: Key shared paths which are commuter paths of many pedestrians and bike riders which link into the main movement network.

27. Park destinations and path connections are typically located in larger reserves including Regional, City-wide and Neighbourhood open space. Local and small local parks are generally suitably illuminated by adjacent street lighting.

Lighting for safety in Open Space

28. There is limited research on the efficacy of provision of lighting within park settings (as opposed to on or adjoining roads and streets). Further, the correlation between provision of lighting and crime remains inconclusive (as considered in Attachment 1). Evidence particularly remains limited in relation to safety and lighting in public parks. Although it is a common perception, there is little significant data to support that lighting directly reduces criminal activity.

29. Lighting can, however, improve perceptions of safety in the community, by encouraging use of certain spaces and passive surveillance provided by the presence of others. However, care should also be taken in avoiding creation of false perceptions of safety by not providing lighting in remote or poorly surveyed locations.

30. Lighting can be utilised in combination with other measures to improve safety, particularly when used with the principles of safety in environmental design such as CPTED. However it does not guarantee safe places in and of itself and may not always be an appropriate or stand-alone solution, particularly when considering the intricacies of the local context and population and indeed in the application and characteristics of the lighting itself. Furthermore, The *Safer Design Guidelines for Victoria* provide a robust set of principles which Council applies when considering all interventions related to promoting perceptions of safety, including in relation to the provision of lighting.

31. Research has found that very bright and 'over' (i.e. excessively) lit spaces do not necessarily correlate with observations of safety and can, in fact, increase perceptions of feeling unsafe. Instead, provision of layered lighting – where there are multiple light sources and the reflective values of surfaces are taken into consideration – has been shown to positively influence perceptions of safety.

32. For context, Council has recently lodged a grant application to the *Public Infrastructure Safety Fund* seeking to install smart motion sensor technology at known trouble hot spots in the Victoria Street locality that triggers smart LED illumination based on pedestrian activity. The outcome of this application remains officially pending, although officers have again been recently verbally advised of a successful outcome.

33. It is important to note that in terms of relevant local research on this issue, the 2019 ACSS found that residents' top observed improvement in Yarra in the last two years was related to parks, gardens and open space. That same year, parking, traffic management and infrastructure, were areas where improvements were most sought and not parks, gardens and open space.

34. The Open Space Lighting Policy (2014) is currently being revised with the intent to integrate a more considered design approach to the way we light our parks, gardens and reserves. While traditional design methodologies seek to ensure lighting is compliant with Australian Standards through vertical and horizontal illuminance, a more considered approach recognises that other elements alter perceptions of brightness and safety in a space. Council officers continue to practice the more considered approach. This includes consideration of site conditions and context (e.g. surface finishes, spatial typology, escape routes etc.) and a greater awareness of the role and impact lighting plays within our open spaces. The perception of brightness can be modified through measures such as creating layers of light, creating focal points, adjusting colour temperature and rendering, etc.

Use of other technology to understand and measure perceptions of safety

35. Similar to the smart motion sensor technology for lighting mentioned earlier, a number of new technologies are being pursued internationally to not only address criminal activity but also understand and measure perceptions of safety, particularly in and around public space, including open space.

36. One such technology is the use of crowd-mapping technology. Following a similar model to the crowd-mapping tool 'Free-to-be' undertaken by Plan International, the Victorian Government recently launched two pilot gender equality maps across Darebin City Council and Melton City Council. People were asked to drop a pin and add a comment on locations where they had experienced gender equality or inequality - results are currently being assessed and should be made public later this year.

37. The use of 'emotional maps,' as a tool for the participatory crowd-mapping of peoples' perceptions of their environment have been found to attract peoples' attention and also provide valuable, tangible results to policy makers, law enforcement and various tiers of government. It is noted that the ACSS of perceptions of safety data questions currently provides valuable insight and data on these issues.

38. Use of technology to understand and measure perceptions of safety has already been contemplated and acted upon by Council officers, through research into and trialling of an Audit App to aid officers in their work. The *Integrated Safety Auditing for Public Places* (ISAPP) smartphone tool was developed in collaboration between Social Strategy and CityLab to assess public spaces in Yarra according to CPTED principles. A first version of the app has been developed and the next step would be to test it out in practice to see if it would be useful to the organisation, and possibly beyond.

39. In addition to the app, officers have worked with RMIT and the Department of Justice and Community Safety (DoJCS) to develop a survey about the use of CPTED in Victoria. The survey was designed to gain an understanding of awareness and use of CPTED for crime prevention and community safety, and any gaps in training or application. The survey was administered in 2019 and the report of the findings was submitted to DoJCS for consideration. Publication is pending.

40. Officers are supportive of further investigation and trial of other technologies such as those described above to complement a suite of tools aimed at addressing perceptions of safety in open spaces. The submission of the *Public Infrastructure Safety Fund* described earlier in this report is an example of officers pursuing a multi-faceted, sophisticated approach to address the complexities of perceptions of safety (the outcome of this application remains pending). Officers continue to proactively monitor opportunities to pursue such initiatives (including grant opportunities) to better understand and measure perceptions of safety. Further grants or funding opportunities should be explored when available to enable such technologies to be implemented in Yarra.

Current practice to achieve safer places

41. Well-designed and maintained urban environments are essential for improved safety in the community.

42. The key to safer places is to improve the quality of the environment, minimise the opportunity for crime and promote accessible and liveable places that encourage a feeling of safety and community participation.

43. Guiding current practice are the *Safer Design Guidelines for Victoria* based on the following set of principles:

    (a) **Surveillance**

    Maximise visibility and surveillance of the public environment

    When there are 'eyes on the street' or 'natural surveillance' from passers-by, and if public places are overlooked from adjoining buildings, people feel safer and potential offenders feel exposed. Natural surveillance is one of the primary aids for crime prevention.

(b) **Access, movement and sightlines**

Provide safe movement, good connections and access

People feel more comfortable using public places that provide well defined routes and clear sightlines (day and night) so they can see and be seen. Entrances to buildings should be safe and accessible without compromising security.

(c) **Activity**

Maximise activity in public places

Balancing the needs of all users of streets and public places is vital so that people feel comfortable and safe. Encouraging walking increases activity, social interaction and surveillance in public places and reduces the risk of crime.

(d) **Ownership**

Clearly define private and public space responsibilities

Clarifying 'ownership' of private and public space is important for improving public safety. Where the 'ownership' of an area is ambiguous, it is often 'unclaimed' and can become the focus of anti-social and criminal behaviour. It is important to encourage residents to take responsibility and pride in places they use and inhabit.

(e) **Management & maintenance**

Manage public space to ensure that it is attractive and well used

Well maintained public places improve people's perception of how safe a place is and supports their desire to occupy and use those places. Management programs to clean, repair and maintain public spaces and private buildings are vital for community safety and wellbeing.

44. Council officers recently utilised these principles when undertaking path lighting upgrades including works undertaken at Edinburgh Gardens, Gahan Reserve, Curtain Square, Barkley Gardens and Darling Gardens. It is strongly recommended that they continue to be utilised as guiding principles when undertaking similar works.

45. In terms of making information and reporting of incidents accessible to our residents, Council officers have also recently prepared a new page on Council's website dedicated to Community Health and Safety. Topics covered on the page include the following:

(a) Medically Supervised Injecting Room (MSIR);

(b) Syringe management services (including reporting/requesting clean-up of a syringe);

(c) Support for local drug related issues;

(d) Rediscover Victoria Street; and

(e) CCTV.

Connectivity and Accessibility in Open Space

46. Pedestrian and shared paths are also very important in enabling people to be physically active. They provide connections and accessible routes of travel.

47. Pedestrian and bicycle paths are most inviting when they are direct, highly visible and well sign-posted, offer shade, seating and end-of journey facilities.

48. The diverse needs of pedestrians and cyclists – children and young people, older people and those with a disability who may be using mobility aids – require inclusive design solutions.

49. Considerations include but not limited to:

(a) determine appropriate path widths and geometry;

(b) ensure compliance with all relevant Australian Standards;

(c) maintain suitable clearances (e.g. minimum 2.5m above path from overhanging objects);

(d) maintain clear sightlines and remove obstructions from adjacent areas (e.g. set dense planting and trees well back from path edges); and

(e) maximise natural surveillance (e.g. promote clear sightlines from adjacent land uses to pathways).

50. As previously mentioned, the existing Open Space Lighting Policy (2014) is currently being updated. The purpose of this updated policy is to guide when and where lighting in open space is needed and if so, how and what type of lighting should be used.

51. As noted earlier in this report, the revisions to the Policy include the intent to integrate a more considered design approach to the way we light our parks, gardens and reserves. That is, to utilising place-based intel to undertake appropriate lighting and open-space transformations for our community underpinned by knowledge of geography and by leveraging local social capital and a multi-faceted evidence-base.

Light quality in Open Space

52. To achieve suitable lighting within Open Space the following criteria is to be addressed in the reviewed Open Space Lighting Policy.

(a) lighting applications of Open Space use (e.g. Ovals, paths etc.);

(b) light type, placement, luminance levels (to Australian Standards) and timing of operations;

(c) performance considerations (energy use, maintenance requirements etc.); and

(d) impacts of lighting (Greenhouse Gas Emissions, Impact on Urban Wildlife, Light Pollution, Life Cycle Costs etc.).

Yarra's Open Space Lighting Policy

53. The existing Open Space Lighting Policy (2014) is currently being updated. The purpose of this updated policy is to guide when and where lighting in open space is needed and if so, what type of lighting and illumination level should be used.

54. As mentioned in other sections of this report, it has been an important consideration to have a multi-faceted and sophisticated approach in developing the Policy. Key principles of the new Open Space Lighting Policy include:

(a) increase hours of usage of public open space;

(b) improved safety;

(c) support connections associated with sustainable transport modes;

(d) address greenhouse gas emissions through energy efficient lighting;

(e) protect environmentally sensitive areas;

(f) minimise light pollution; and

(g) minimise life cycle costs.

55. The updated policy is scheduled to be completed later in 2020 and will be the subject of a future report to Council.

Efficacy of panic alarms and 'apps' for safety in public parks

56. Research has found that while panic apps/alarms could be useful in the event that they are accessed/actioned successfully prior to a crime taking place, the unfortunate reality of such situations means that these devices do not present the best response option.

57. Effective use of panic alarms/apps relies overwhelmingly on a victim having access to their phone/device/mechanism to effectively activate it in the first instance. Accessibility does not relate exclusively to physical access (to a phone, for example), but also the availability of other basics such as phone signal, battery life and credit. Similar practical constraints relate to standalone 'panic buttons' which could be available in a space, such as a park, public toilet or train station, but not accessible when needed.

58. In large parks such as Darling or Edinburgh Gardens, hard wired alarms would need to be installed in large numbers to ensure its effectiveness. More remote sites such as walking paths close to the Yarra would likely also require significant investment in hard infrastructure that is unlikely to result in meaningful increases in safety for users of these areas. In addition, concerns over maintenance, cost and potential misuse would need to be considered alongside any potential safety improvements.

59. Research findings have been critical of the use of such mechanisms: if an alarm is successfully accessed and activated, there remains a number of flaws with this approach. Specifically, the effectiveness assumes that the contact(s) who are informed of an alert/panic alarm can instantaneously undertake all of the following:

    (a) take the alert seriously and continue to follow up if they cannot reach the user;

    (b) has the presence of mind to act rationally;

    (c) can reach the user before the crime takes place; or

    (d) that emergency services, if contacted, will, and are adequately resourced, to act on the information and can reach the user before the crime takes place or is completed.

60. In the research, few panic-related apps and alarms were found to be preventive in nature by educating and empowering users about the risk factors for victimisation or how to reduce personal vulnerability. However, it is essential to highlight that offenders are solely responsible for the perpetration of violence and that blame should never be placed on victims who do not engage in behaviours that reduce vulnerability.

61. Officers have consulted with Victoria Police on the use of panic alarms. Victoria Police expressed the view that panic alarms that also link to a response service is not a preferred methodology for notifying police of an emergency. This is because in many instances the alarm goes through a third party provider and can reduce or delay response times. A direct call to 000 is often the simplest and quickest way of ensuring police assistance. Dialling 000 also does not require phone credit. However this still relies on individuals having access to a mobile phone, and in the event of a criminal incident a mobile phone itself is sometimes the subject of an initial attack on the victim.

62. Some research has found that apps focusing on loud personal panic alarms can be useful in a small number of circumstances (e.g., if the offender is a first-time offender or is inexperienced), or where the offender may lack confidence and more likely to be scared off by the possibility of bystander attention. However, evidence shows that offenders may not always be deterred by alarms when undertaking a crime. This is because alarms do not create a physical barrier for crime to occur nor do they decrease the risk of offenders to approach and assess the target, as may be achieved by increased surveillance or lighting, for example. Instead, they work on the assumption that potential offenders will believe that a suitable guardian will be alerted to the criminal activity and thus increase the risk that they will be apprehended.

63. The viability of panic alarms/apps remains inconclusive, particularly in the local context and with limited local evidence and research. The effectiveness of hard-wired panic alarms for safety in parks not supported by officers as a viable solution. Panic alarms/apps would not be recommended as a stand-alone solution to address public safety in Council parks, reserves and gardens. Alternatively, efforts focused around preventative measures such as improved environmental design, education and empowerment strategies, information sharing of known risks, and efforts toward reducing vulnerability would be preferred and likely lead to better outcomes.

Yarra's current staff management of parks

64. Council does not currently offer safety patrols or allocate staff resources to individual parks beyond regular maintenance, other than during specific festivals, events and significant days.

65. Whilst the City of Melbourne have park rangers associated with Royal Park this is not standard practice in Victoria and is not practice at the City of Yarra.

Influence of Yarra's Leisure and Recreation program on public safety and promoting participation including in relation to gender

66. The City Works and Assets Division is responsible for the strategic management and maintenance of Yarra City Council's recreation and leisure facilities through the Recreation and Leisure Services Branch and is committed to the "improvement of the physical and mental health and wellbeing of the community". Yarra Leisure is part of the Recreation and Leisure Services Branch and is made up of the following leisure facilities: Richmond Recreation Centre, Collingwood Leisure Centre, Fitzroy Swimming Pool, Collingwood Estate Gym and the Burnley Golf Course. The Recreation Unit oversees the management, planning and development of Council's sporting grounds, associated sporting facilities, pavilions and assets, as well as local sporting organisations, schools and community groups.

67. The Branch is tasked by Council to help to deliver on "A Healthy Yarra"- one of the seven core objectives of Council's long-term strategic planning. It does this by operating three major leisure centres, a public golf course, a community gymnasium, plus numerous sporting grounds and facilities and pavilions, but by also providing a range of high-quality fitness programs delivered on premise that encourages participation from a broad cross-section of the community.

Current Programming and Services

68. Over many years, Yarra Leisure have designed and developed an extensive range of fitness programs and services all of which continue to be popular and delivered to the community daily. All of these programs aim to support inclusive participation in physical activity and improve wellbeing for specific groups of the Yarra community that experience a barrier/s to entry into traditional leisure centre spaces and/or programs.

69. These programs include those that specifically support women, older adults, people with a disability, migrant communities, disadvantaged communities and young people as follows:

    (a) **Living Longer, Living Stronger** (An award-winning program targeting adults 50+ years of age to undertake strength-training based exercise in the gym);

    (b) **Striving For Maximum Strength** (targeting people with chronic health issues to participate in strength-based exercise in the gym);

    (c) **CP Program** (targeting people with Cerebral Palsy or people with other complex conditions or high needs to participate in strength-based exercise in the gym);

    (d) **Women Making Waves** (targeting women of all ages, cultures and abilities for swimming, group fitness and gym access on a Saturday evening session after-hours. Children are welcome to accompany adults, boys under 5 years of age are welcome too);

    (e) **African Children's Swimming Program** (An award-winning program targeting families who have newly arrived in Australia and may not have had access to swimming lessons before);

    (f) **Access All Abilities AAA** (Targeting children with a disability of who may have specific learning needs to participate in swimming lessons);

    (g) **Community Golf Program** (Beginning as a pilot program in partnership with Yarra's Aboriginal Partnerships Plan, to support indigenous men to get off the streets in Fitzroy. It has since transformed into a program available to community groups in and outside of the City of Yarra which reduces the financial and social barriers faced by parts of our community towards playing golf and socialising in this space);

(h) **Collingwood Estate Gym** (We run a community gym in the Collingwood Housing Estate for residents of the estate. This is staffed by our qualified gym instructors and is available at little to no cost for participants);

(i) **Accessible Swimming Pools** (each of our pools offers accessible avenues for entry into the pools with each pool having either a ramp, hoist or both to access the main pool spaces);

(j) **Community Health Membership Program** (This researched-driven, award-winning program was developed in partnership with Co-Health and offers heavily subsidised membership to local health organisations in Yarra, providing access to leisure membership for some of the most marginalised members of our community at little to no cost to the individual);

(k) **Yarra Youth membership** (specifically targeting young people aged 14-16 years of age to participate in swimming, group fitness and gym exercise sessions appropriate for their development);

(l) **Family membership** (specifically targeting families to exercise together appropriate for their age and interests. Options are available for families of 2, 3, 4 and beyond can be calculated specific for family make-up larger/different to this. Family membership has recently been broadened to those in the same household);

(m) **Entry and Membership Fees** (More than $1M in entry fees are subsidised each year as part of Council's fees and charges. Yarra Leisure offers a diverse range of pricing options to suit a multitude of needs with concession, student and off-peak memberships and casual entries at heavily discounted rates. There are also significant discounts applied to bulk casual packs. This reduces a significant barrier for entry for everyone in the community); and

(n) **PRIDE night** (is an inclusive gym and swim night for the LGBTIQ+ community and their allies. This is a place where inclusion, diversity and uniqueness is welcomed, respected and celebrated). The first PRIDE night was successfully delivered in August 2019. The planning for the second PRIDE event is currently taking place).

Recreation and Leisure Services projects

70. The Recreation and Leisure Branch is currently developing a 'Physical Activity Plan' that aims to increase participation. The Plan aims to address common barriers to participation in physical activity. Two out of three Australians, four out of five Victorian children and almost half of Yarra's adult population live an inactive or sedentary lifestyle. The World Health Organisation acknowledges that insufficient physical activity is one of the leading risk factors for death worldwide and research proves that regular physical activity can assist in the prevention and treatment of a range of non-communicable diseases and can lead to overall improvements in physical and mental health. The Plan is being developed with the intent to provide opportunities to improve the health of all people who live, work and play in Yarra by focusing on physical activity.

71. The Plan aims to improve the health of all people who live, work and play in Yarra through a focus on physical activity. The Plan also aims to address common barriers that prevent physical activity including ensuring the infrastructure and built environment is inclusive and safe so as to encourage opportunity for all members of the community to participate in physical activity.

72. Recreation and Leisure Services is currently developing an Allocation Policy for all clubs within the municipality. The Policy aims to ensure a transparent and consistent approach, provide guidance to clubs and establish the eligibility and selection criteria to be applied when allocating use of Yarra's sporting grounds, venues and/or facilities. Additionally, the Policy would allocate use of Yarra facilities to clubs so as to improve physical, mental and social health and wellbeing outcomes for all residents of Yarra with a focus on the inclusion of women, children/youth, LGBTIQ+ and gender non-binary people, thereby creating another component of a wider approach to influencing and ultimately improving safety and wellbeing outcomes for our community.

73. Yarra Leisure has also been part of a MAV gender impact analysis pilot. Funding was provided to 10 local councils to pilot gender impact analysis in policy, planning, services and program delivery. The purpose of the pilot was to prepare local councils for the implementation of the Gender Equality Bill and increase the capacity of local councils in the practical application of gender impact analysis tools. Under the guidance of the Inclusion and Diversity team, representatives from Recreation and Leisure Services participated in the Gender Impact Analysis pilot program to analyse the Yarra Leisure Master Plans.

74. Extensive stakeholder sessions were successfully conducted enabling a process of critical reflection, analysis and assessment that informed how Yarra Leisure Master Plans, programs and services might be experienced, or affect women, men and gender non-binary people differently.

75. The pilot acknowledged that significant internal data is already gathered by Yarra Leisure, however, it was agreed that this data would benefit from disaggregation via gender and other categories as appropriate, for example visit and member data, staff and user surveys, user complaints, social media engagement, so that it could be applied to program development, program uptake and program improvement

Recreation and Leisure Services Gender-based data

76. Part of the Council resolutions requested that this report should include:

    (a) available gender data on the use of sporting facilities and leisure centres, including a break-down of gym use, group fitness areas and other services provided by our leisure centres.

77. The table below demonstrates the Leisure Member Breakdown by Full Facility membership (gym and swim access) including the member gender profile – as of 9 March 2020:

Gender	**Number**	**%**
Female	3205	48.70%
Male	3350	50.90%
Other	11	0.17%
Unknown	15	0.23%
TOTAL	6581	100%

78. The Yarra Leisure membership base is made up of almost 51% male users and almost 49% female users, with 0.4% of users indicating either no or other gender at the time of signing up.

79. The table below demonstrates the Leisure Member Breakdown by Aquatic User for the Aquatic Program including the member gender profile – as of 9 March 2020:

Gender	Number	%
Female	1388	49.24%
Male	1425	50.55%
Other	4	0.14%
Unknown	2	0.07%
TOTAL	2819	100%

80. For Yarra Leisure members choosing the aquatic-only access, there is very little difference in the gender split in comparisons to the full facility membership type (i.e. Aquatic-only members are made up of almost 50% male users and 49% female users, with 0.2% of users indicating either no or other gender at the time of signing up).

81. The following provides a snapshot of sport club membership growth in the City of Yarra over a four year period, particularly highlighting the growth of female programs. It must be acknowledged that all data is self-reported by sporting clubs. Further, Yarra's participation data trends included in the table below only focuses on football/soccer, Australian Rules football and cricket as these are the only three sports that have traditionally self-reported.

AFL, Soccer and Cricket (combined) participation rates

Year	Junior Female	Senior Female	Junior Male	Senior Male	Total
2016	273	387	1632	1396	3688
2017	494	417	2088	1521	4520
2018	868	598	2449	1376	5291
2019	1019	556	2408	1754	5737

82. VicHealth and Sport and Recreation Victoria conducted joint research into participation rates and found that the overall participation numbers increased each year between 2015 and 2017. Consequently, the trends within Yarra sporting clubs are reflective of wider participation throughout Victoria, with significant growth in female participation in sport over the last four years.

83. Significant efforts have been made industry-wide to drive the positive trends in female participation rates over recent years. A number of factors should be considered as contributing to the increase in female sports participation.

    (a) A 2015 Inquiry into Women and Girls in Sport and Active Recreation resulting in nine recommendations:

        (i) drive Commitment through an Ambassador Program;

        (ii) engage and Empower by Connecting Ambassadors to Women and Girls;

        (iii) mandate Gender Balance and Good Governance Principles;

        (iv) reform Recruitment Practices and Processes for Leadership Positions;

(v) enhance Participation Choice and Improve How Opportunities are Marketed;

(vi) deliver Female Friendly Built Environments and Equitable Facility Usage Policies;

(vii) build an Enabling Environment through Education and Training;

(viii) showcase the Pathways and Opportunities through Role Models; and

(ix) increase the Profile of Women in the Sports Media.

(b) The success of VicHealth's campaign *This Girl Can*– currently entering its third year;

(c) Provision of new/modified Grant opportunities:

(i) Vic Government – Change Our Game Grants; and

(ii) VicHealth – Active Club Grants; and

(d) Investment in and growth of professional female sport:

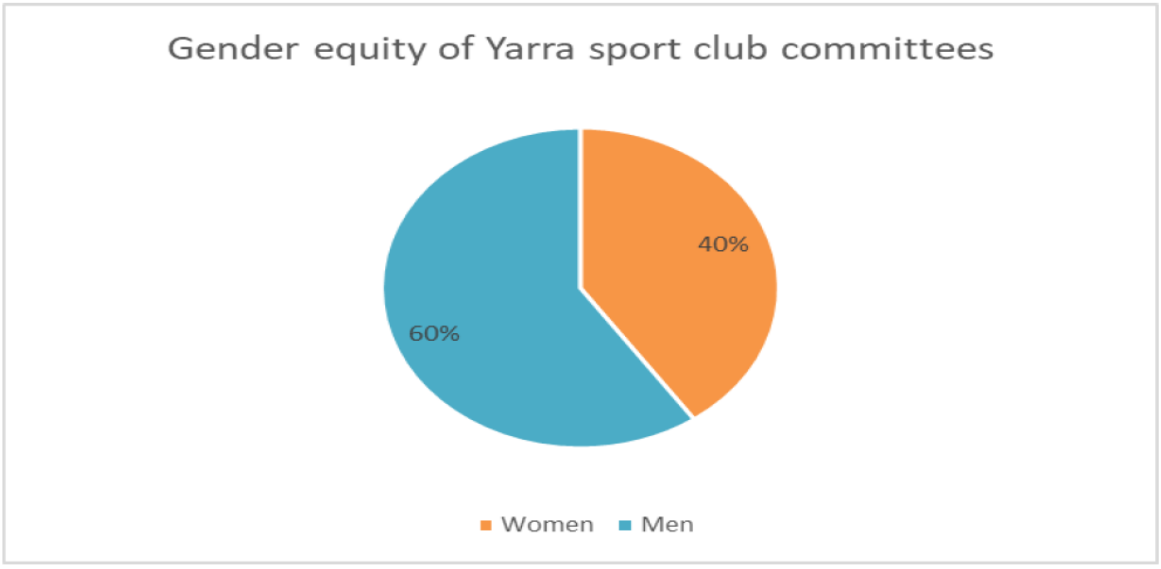
(i) Soccer: W-League and success of Australian national teams;

(ii) Australian football: AFLW launch and expansion; and

(iii) Cricket: W-BBL and success of Australian national teams.

84. From 1 July 2019 all sport and active recreation organisations funded by Sport and Recreation Victoria and the Victorian Government were expected to comply with the mandatory 40% women on boards quota. The tables below demonstrate the promising progression of City of Yarra sport club committees in achieving 40% representation of women on committees.

Gender equity on sport club committees (all sports)



Provision of self-defence classes and safety

85. It is noted that Council's Recreation and Leisure Services have not directly received any specific community enquiries or requests to supply self-defence classes, nor is Recreation and Leisure Services currently resourced to provide such activities. On that basis, Officers recommend responding to and connecting interested community members to local venues and existing self-defence programs including supporting them with access to information.

86. While officers can support people seeking access to self-defence classes officers will continue and increase efforts to address the multiple inputs to perceptions of safety, as outlined throughout this report. This includes supporting the development of , community-inclusive and place-based initiatives focused on activating smart-city capabilities and technology, a Physical Activity Plan, an Allocations Policy and continued advocacy and grant applications to external stakeholders including the State and Commonwealth government, as covered in other sections of this report.

Information focused on gender equity in sport and recreation

87. In a review of available information focused on gender equity in sport and recreation and the role Yarra can play, the following was identified by Council's Recreation and Leisure Services officers:

(a) gender equity and prevention of violence against women education in grassroots sporting clubs;

(b) promote equitable treatment of women and gender diverse people in the provision of and access to infrastructure and facilities through the development of an Allocations Policy;

(c) annual expenditure on sport and recreation services and infrastructure thorough annual budgeting process to ensure an equitable distribution of funds to support women's and girls' participation for both operations and capital;

(d) provision of grants to support community groups to develop programs and initiatives that focus on gender equality and prevention of violence against women;

(e) gender balance leadership, volunteerism and membership at club level; and

(f) gender balance employment, programs, visitation and environments within service provision e.g. Leisure centres.

88. In a recreation and leisure context, the City of Yarra is focusing on a range of actions that seek to achieve equity and increase female participation:

(a) Development of an Allocation Policy and Physical Activity Plan – inclusion of a focus on increasing participation and physical activity among women, children/youth, LGBTIQ+ and gender non-binary people;

(b) Pavilions - enhancing these to be universally accessible and female friendly;

(c) Programs - specialised programs such as Women Making Waves at Collingwood Leisure Centre;

(d) Community Grants - the Sport and Recreation stream includes a focus on women and girl's participation;

(e) Club fee discounts - supporting inclusion of women and girls teams;

(f) Data - Avenues to collect data on female participation in clubs and committee, which assists in understanding the current status and informing decision making to promote gender equity; and

(g) Other - Fully funded sanitary services for all pavilions.

Gender Mainstreaming

89. 'Gender mainstreaming' refers to the need to bring gender considerations into the societal mainstream for consideration at every level of amenity, policy, governance and social infrastructure.

90. The idea of gender mainstreaming was first introduced in 1985 and has largely been concerned with the application of a binary gender lens that ensures that the rights and needs of women are considered alongside, but separate from, those of men, as a matter of priority for policy makers. By applying a gender lens to all levels of policy creation and implementation, the aim is to reveal sources of gender inequity to ensure women have an equal right to safety, public spaces and economic participation. In Yarra's case, current gender equity practice is to acknowledge a spectrum of gender and it is through this lens that policy matters are considered.

91. Officers are currently undertaking a gender impact analysis, as part of a larger state government project, applying a gender-lens to policies, programs and services across the whole organisation. This work is compatible with gender mainstreaming principles.

92. It is apparent that gender mainstreaming and its interaction with perceptions of safety (particularly for women) presents complexity. Officers recommend considering the influence of gender mainstreaming in the design, management and safety of parks through adopting a multi-lateral approach that is community-inclusive and place-based.

External Consultation

93. External consultation has been undertaken with Victoria Police on a range of safety matters pertinent to this report.

Internal Consultation (One Yarra)

94. Managers and officers from the in-scope services were engaged at multiple points including the co-delivery of this briefing.

Financial Implications

95. There are no financial implications identified

Economic Implications

96. There are no economic implications identified

Sustainability Implications

97. Greenhouse Gas Emissions result from lighting and there are environmental impacts associated with Life Cycle Costs.

98. Outdoor lighting is required for the enjoyment and use of open space outside of daylight hours, which Council should encourage in appropriate locations and times in order to support diverse night time and early morning activity in Yarra.

99. It will not be appropriate or desirable to light all open spaces as lighting can present issues including:

    (a) impact on native fauna;

    (b) impact on adjoining resident amenity if after hours park use is encouraged;

    (c) energy use; and

    (d) encouraging people to use open space at night when it is not inherently safe, leading to personal safety issues.

Social Implications

100. Council must consider balancing the varied social needs of the community with respect to perceptions of public safety when considering the allocation of resources to deliver additional infrastructure (or otherwise) within council parks, reserves and gardens.

101. Considerations must be balanced to ensure inclusive, sustainable, equitable service provision can occur in a way that ensures that planned activity with limited resources will lead to meaningful change. A balanced, strategic, evidence-based, co-designed and multi-faceted approach is recommended when considering issues of public safety and participation in physical activity which may be carried out in Council parks, reserves and gardens.

Gender Equity Act 2020

102. In February 2020, the Victorian Government passed *The Gender Equality Act 2020*. The Act "aims to improve workplace gender equality across the Victorian public sector, universities and local councils".

103. The Act also aims "to level the playing field" so that Victorians can have equal rights, opportunities, responsibilities and outcomes.

104. Under the Act, Local Governments have a range of obligations in relation to both workplace gender equality and the promotion, advancement and achievement of gender equality in the community. On commencement the Act requires defined entities such as local government to conduct gender impact analyses during development or review of policies, programs and services that have direct and significant impacts on the public. In addition defined entities will be required to conduct workplace gender audits based on a series of indicators outlined in the Act, the results of which will inform Gender Equality Action Plans (GEAPs).

105. GEAPs must be submitted to the office of the newly established Commission for Gender Equality in the Public Sector every four years and publically displayed on organisation's websites. Defined entities are required to report to the Commission every two years on the material progress they're making in relation to their GEAPs, the application of GIAs to policies, programs and services – and the ways in which these address, promote and meet the needs of persons of different genders – and other matters as prescribed in regulations.

106. The issues raised in this report affect diverse strands of work from divisions across Council including Community Wellbeing, Planning and Place Making, People and Culture and City Works and Assets.

107. While individual matters under consideration in the report are accounted for in the work plans of individual Branches much of this work also falls within the strategic intent of Yarra's existing Gender Equity Strategy (2016-2021). This Strategy, now in its final year of implementation, is currently focused on delivering an internal Workplace Gender Equity Action Plan. Planning for review of the Strategy has commenced through the Organisational Culture, Community and Diversity Branch and will be guided by the requirements of the new Victorian Gender Equality Act 2020, set to commence in March 2021. This presents a further opportunity to progress work in the community to promote gender equality and safety.

Human Rights Implications

108. Gender equity and inclusion is an important consideration and is part of the standard design process.

109. All works within Council parks, reserves and gardens are mindful to adhere to relevant Australian Standards, including but not limited to Access and Mobility, Playground equipment and surfacing.

110. Council must also consider the gender spectrum when considering issues of inequality which may influence perceptions of safety, particularly in Council parks, reserves or gardens. This could include issues such as female participation in organised and informal activity/sport, including time periods and types of activity affected by the gender spectrum, and access to facilities, such as provision of appropriate change facilities at sports grounds, or accessible amenities.

111. Council must have regard for the full spectrum of gender and ensure efforts are not focused to the exclusion of others. Yarra's current gender equity practice is to acknowledge a spectrum of gender and it is through this lens that policy matters are considered and will be enhanced by future gender impact assessments.

Communications with CALD Communities Implications

112. Nil.

Council Plan, Strategy and Policy Implications

113. The intent of this report is consistent with two of the priority areas in the Council Plan 2017-2021, namely:

    (a) Community health, safety and wellbeing are a focus in everything we do; and

    (b) Inclusion, diversity and uniqueness are welcomed, respected and celebrated.

Legal Implications

114. Nil.

Other Issues

115. The far-reaching implications of the COVID-19 pandemic is having a profound impact across the world and is requiring rapid adaptability in service provision, financial support and strategic planning for recovery.

116. Unfortunately, the ability to utilise public parks, reserves and gardens by our community in Yarra has not been spared the devastating effects of the COVID-19 crisis and will require time, support and investment to recover, particularly when considering initiatives focused on increasing participation and gender equity in sport club membership and leadership positions.

117. It is noted that Council have recently endorsed a *COVID-19 Community and Economic Support Package* (6 April 2020) to alleviate the short, medium and long-term impacts of the crisis and amongst other responses, this package outlines initiatives focusing efforts/finances toward Yarra's public health and safety, including support for family violence services to promote safe health and wellbeing practices from home (in lieu of leisure centre, sporting club and public park/play equipment access).

118. It is noted that further, extensive consideration and strategic work will be undertaken under separate cover to address these (along with many other) issues.

Conclusion

119. Council officers have undertaken research of best-practice public safety practices and approaches with particular regard to the design, management and safety of Council parks, gardens and reserves and have considered the role and viability of other tools and mechanisms to support public safety.

120. This report in combination with the background report (attachment 1) has presented reporting on perceptions of safety relative to Council Parks, Reserves and Gardens and current research and the findings on the efficacy, efficiency and effectiveness of panic alarms (and other devices), lighting, and other matters relative to public safety issues.

121. It is recognised that safety in and near parks remains a significant concern for some members of our community, and we continue to monitor trends and consider multi-faceted solutions to address these concerns.

122. This report has highlighted the numerous, existing Council policies and procedures in practice (including those currently under review or for future adoption) relevant to public safety in Council Parks, Reserves and Gardens, including an update on current and scheduled works, and particularly from a gender equity and leisure perspective.

123. The Open Space Lighting Policy (2014) is currently being revised with the intent to integrate a more considered design approach to the way we light our parks, gardens and reserves. While traditional design methodologies seek to ensure lighting is compliant with Australian Standards through vertical and horizontal illuminance, a more considered approach recognises that other elements alter perceptions of brightness and safety in a space. Council officers continue to practice this more considered, nuanced approach and the revised policy will explore this, and will be the subject of a further report to Council at a later date. Officers do not recommend adding additional actions until they can be considered within the context of the updated Policy.

124. Officers recommend continuing to seek out grant opportunities focused in the public safety realm, and the further investigation and trial of technologies such as those described throughout the report to complement a suite of tools aimed at addressing perceptions of safety in open spaces. The submission of the *Public Infrastructure Safety Fund* described earlier in this report is an example of officers pursuing a multi-faceted, sophisticated approach to address the complexities of perceptions of safety (the outcome of application remains pending). Officers would recommend the continuation of advocacy efforts and pursuit of grant opportunities focused in the public safety realm which enable further investigation and trial of innovative, community-inclusive and place-based technologies.

125. Panic alarms/apps would not currently be recommended as a stand-alone solution to address public safety in Council parks, reserves and gardens. As an alternative, efforts focused around preventative measures such as improved environmental design, education and empowerment strategies, information sharing of known risks, and efforts toward reducing vulnerability would be recommended.

126. Officers recognise the opportunity to further embed broad based gender equity through the introduction of the Gender Equity Act 2020. A number of these matters can be referred to the implementation of the Act including the Gender Impact Assessments of future Council policy reviews.

RECOMMENDATION

1. That Council:

   (a) notes that gender based violence continues to be a serious issue of great concern in our community including in public spaces;

   (b) notes that Council's Open Space Lighting Policy (2014) is under revision with the intent to integrate a leading multi-faceted design approach to the way we light our parks, gardens and reserves with the development of a Public Open Space Lighting Policy;

   (c) supports a strategic review of the existing Gender Equity Strategy (2016-2021), in the context of the commencement of the Gender Equality Act 2020;

   (d) endorses the implementation of Gender Impact Analysis of policies, services and programs in line with the requirements of the Gender Equality Act 2020, including Council's Physical Activity Plan, Council's Allocation Policy and Yarra's Leisure Master Plan; and

   (e) request officers to continue advocacy efforts and the pursuit of grant opportunities focused on public safety and inclusive place-based technologies.

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Attachments
1⇩ Background report

Attachment 1 - Background report

Background report – public safety

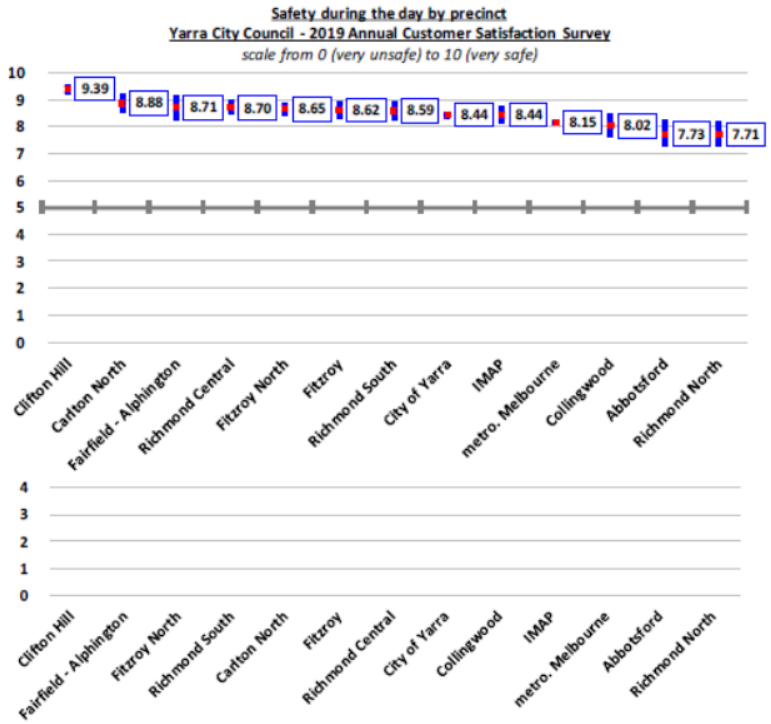
This background report is intended to provide supplementary information to support the response to Council's resolutions of 28 May and 30 July, regarding perceptions of safety in Yarra's public spaces, including issues concerned with gender. It offers an overview of the most pertinent literature and research regarding issues such as lighting and personal security apps and devices and explains the importance of applying a gender lens at all levels of policy and planning. Additionally, it provides information on the most recent research into Yarra residents' perceptions of safety.

Perceptions of safety – findings of the Annual Customer Satisfaction Survey 2019

Annual Customer Satisfaction Survey – safety in public areas

Each year Council conducts an extensive survey of households to gauge importance and satisfaction levels with a range of our services, as well as determining emerging issues and priorities. The latest survey was conducted in February 2019 by Metropolis Research with participation from over 800 households. Scores to a wide variety of questions are provided by survey respondents on a scale of 0 (low) to 10 (high) and averaged to describe results. The averages are also classified into satisfaction categories ranging from 'excellent' (above 7.75) to 'extremely poor' (less than 5).

Respondents were asked: *'On a scale of 0 to 10, how safe do you feel in the public areas in the City of Yarra during the day and at night?'* Overall, respondents identified the same places as feeling the least safe both during the day and during the night: Abbotsford, Collingwood and Richmond North.



Attachment 1 - Background report

It is noted that there are minimal large Council parks, gardens and reserves in these three suburbs of City of Yarra. The Council parks, gardens and reserves within these suburbs are listed in the attachments.

The Survey[1] states the following:

> *A total of 130 responses were received from respondents who felt unsafe in the public areas of the City of Yarra either during the day or at night. The responses have been broadly categorised as follows:*
>
> - *Drugs and alcohol related issues – 55 responses.*
> - *Lighting and safety at night – 30 responses.*
> - *Comments about people – 17 responses.*
> - *Crime and policing related – 11 responses.*
> - *General perception of safety / other issues – 17 responses.*

In relation to the locations where respondents felt unsafe, 14 percent (12 of 85 respondents) specifically mentioned in and near parks, including near Princes Park, Edinburgh Gardens, and Atherton Gardens. In relation to Abbotsford, Collingwood and Richmond North (where respondents reported feeling the least safe), it is noted that respondents did not specifically mention any parks as the areas they felt the least safe. However, it is important to acknowledge that lighting and safety at night was a common theme raised by respondents. In addition to this, it is useful to report that over the last six months, Council's customer relationship management reporting system has captured a total of one *Community Safety* query related to the adequacy of lighting specific to Council parks, reserves and gardens, in relation to Clifton Hill (Darling Gardens). The vast majority of *Community Safety* queries have related to drug issues (approximately 40 queries).

According to the Survey,[2] the top issue raised by young adults (20–34 years of age) was safety, policing and crime (16.2 percent). No other age groups raised safety, policing and crime as their top issue (or within their top three issues). With regard to gender, females raised concern for safety, policing and crime at a higher percentage than males (11.2 percent compared to 8.2 percent). Multi-lingual speakers also raised concern for safety, policing and crime at a higher percentage to English speakers (16.1 percent compared to 6.6 percent). While most recent studies of fear of crime recognise that gender is a consistent factor in explaining who fears crime,[3] there is a broadly divergent set of explanations as to why women are more likely than men to fear crime.[4]

In terms of how urban public spaces might be made safer and more secure 'safer community' initiatives have been touted as an alternate vision. This approach emphasises activity, land use, and social mix (following the `eyes on the street' rationale[5]) as key ingredients to empower and equip

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[1] Annual Customer Satisfaction Survey, 2019. Yarra City Council
[2] Annual Customer Satisfaction Survey, 2019. Yarra City Council
[3] Grabosky P, 1995, 'Fear of crime and fear reduction strategies', Trends and Issues Paper 44, Australian Institute of Criminology, Canberra hooks b, 1990 Yearning: Race, Gender and Cultural Politics (Between the Lines Press, Toronto)
[4] Whitzman, C, 2007, 'Stuck at the Front Door: Gender, Fear of Crime and the Challenge of Creating Safer Space', *Environment and Planning A: Economy and Space*, 39(11), 2715–2732. doi: 10.1068/a38449.
[5] Jacobs J, 1960, *Death and Life of Great American* Cities, Vintage Books: New York.

people to identify and ultimately improve problematic sites and situations.[6] This approach has been argued in some literature as the preferred approach in direct contrast to the top-down, zero-tolerance policing, CCTV-promoting approach.[7]

At this point, it is essential to highlight that offenders are solely responsible for the perpetration of crime and violence and that blame should never be placed on victims who may not engage in behaviours that reduce vulnerability. Research also suggests that physical design as a stand-alone means of addressing complex and long-term issues of violence and fear, particularly toward women, is a simplistic and inadequate approach.[8] Comprehensive planning and policy interventions (including those related to social aspects and land use) are required to consider the important role and functioning of social spaces beyond the offerings of Council parks, reserves and gardens, for instance, in schools, community health centres, libraries, neighbourhood centres, CALD services, and places of worship, for people to meet, interact and connect.[9] An established, universal and inclusive network of social spaces creates a foundation of behavioural and attitudinal change, cultural change and community empowerment.

Efficacy of provision of lighting for safety and crime, including in relation to public parks

This brief literature review focuses on personal safety in Council parks, reserves and gardens in the context of provision of lighting. It is noted that there is limited research on the efficacy of provision of lighting within public park settings (as opposed to on streets). Further, the correlation between provision of lighting and crime remains inconclusive. Evidence particularly remains limited in relation to safety and lighting in public parks – although it may be a common perception, there is little significant data to support this.[10] However, in one positive example in New York, a randomised controlled trial involving nearly 80 public housing developments with elevated crime found that developments that received new lights experienced lower crime rates than the control.[11] Among other findings, the study concluded that increased levels of lighting led to a seven percent overall reduction in so-called index crimes – at night there was a 39 per cent reduction.[12] Limitations of the study include whether other interventions were considered, such as increased law enforcement.

In the local context, a recent study conducted in Australia found that 30 percent of respondents said they did not feel safe in public places after dark.[13] Applying a gender lens, these results are particularly interesting in terms of considering criminal activity as distinct from perceptions of safety. According to the study, young women particularly thought that public spaces were unsafe for them, especially after dark, despite statistics highlighting women are more at risk of violence at home and at

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[6] White R, 1999, 'Public spaces, social planning, and crime prevention', *Urban Policy and Research* 17 301– 308
[7] Whitzman, C. (2007) 'Stuck at the Front Door: Gender, Fear of Crime and the Challenge of Creating Safer Space', *Environment and Planning A: Economy and Space*, 39(11), 2715–2732. doi: 10.1068/a38449.
[8] Koskela H, Pain R, 2000, 'Revisiting fear and place: women's fear of attack and the built environment' *Geoforum* 31 269–280
[9] Staeheli L, 2003, 'Women and the work of community' *Environment and Planning A 35* 815–831
[10] Ramsay, M and R. Newton. 1991, Crime Prevention Unit Paper No. 29, Better Street Lighting on Crime and Fear: a review. London Home Office, London.
[11] Chalfin, A, Hansen, B, Lerner, J & Parker, L 2019, 'Reducing Crime through Environmental Design: Evidence from a Randomized Experiment of Street Lighting in New York City', *Working paper series*, viewed 30 July 2019.
[12] Chalfin, A, Hansen, B, Lerner, J & Parker, L 2019, 'Reducing Crime through Environmental Design: Evidence from a Randomized Experiment of Street Lighting in New York City', *Working paper series*, viewed 30 July 2019.
[13] https://www.plan.org.au/learn/who-we-are/blog/2016/05/12/a-right-to-the-night

the hands of someone they know.[14] In Melbourne, recent research into tertiary students' public transport experiences of safety equally found gendered-results with high rates of victimisation in relation to public transport experience.[15]

Impact of lighting in public spaces

It has been found that lighting can be utilised as one of a suite of measures used to improve safety, along with the principles of safety in environmental design; however, it does not guarantee safe places in and of itself, and may not always be an appropriate or stand-alone solution. Layered lighting – where there are multiple light sources and the reflective values of surfaces are taken into consideration – may influence perceptions of safety. The provision of quality lighting design can also highlight urban features and enhance the look and feel of the city at night. This has reputational and potentially economic benefits to Council as it ties into the night-time economy.

Research[16] suggests that it is the quality of light, the look, feel and way it interacts with the colours and textures of the surroundings, that is one of the most important factors that influences perceptions of safety for women. The qualitative experience of lighting has a direct influence on the level of comfort felt in a space and can accentuate familiarity or make familiar surrounds seem alien.[17]

Feature lighting has most benefit when it is located in highly visible spaces and connected to city gateways or areas of night-time activity. The design quality of light fixtures also has an impact, and can make a valuable contribution to the aesthetics of open space. In relation to safety and criminal activity, lighting makes up one piece of the puzzle in complementing more traditional deterrence-based strategies, such as police patrols, surveillance cameras or CCTV and 'eyes on the street'[18]. A multi-disciplinary suite of possibilities should be explored when considering both perceptions of safety and deterrence of criminal activity. The importance of tailored, localised responses should equally be considered.

Limitations of lighting

It is acknowledged that lighting can improve perceptions of safety in the community, by encouraging use of certain spaces and passive surveillance provided by the presence of others. However, caution should also be exercised to avoid creating false perceptions of safety by providing lighting in remote or poorly-surveilled locations and recognising the localised context when considering research findings. Research has found that very bright and over-lit spaces do not necessarily correlate with observations of safety and can, in fact, increase perceptions that a site is unsafe.[19] By flooding a space with light, there can be a sharp drop-off of light beyond paths. This contrast can be disorientating and can make people feel less safe.[20] Similarly, types of lighting and general lighting design can play a huge part in the success or perception of safety in public place. For example, illuminance (the measure of light falling on a surface, or lux level) is the only unit of measurement required to comply with the 'P'

[14] ANROWS, 2015, 'Violence against women: Additional analysis of the Australian Bureau of Statistics' Personal Safety Survey, 2012: Key findings and future directions', *Compass Research to Policy and Practice*, Issue 02, October 2015.
[15] https://msd.unimelb.edu.au/research/projects/current/public-transport-safety-for-tertiary-students
[16] https://research.arup.io/story/cities-for-girls
[17] https://research.arup.io/story/cities-for-girls
[18] Jacobs J, 1960 *Death and Life of Great American* Cities, Vintage Books: New York.
[19] https://research.arup.io/story/cities-for-girls
[20] https://www.plan.org.au/freetobe

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Categories of the Australian Standards. The effect of utilising such a singular approach to inform what is considered acceptable under the 'Australian Standard' is that it limits buy-in to consider a more holistic approach to lighting design such as through a combination of lighting designs and techniques, to achieve a more responsive outcome in localised contexts. Similarly, it is an essential to engage those who are utilising the space and who may be making reports of perceptions of feeling unsafe, to ensure new approaches are co-designed in an accessible, multi-faceted and localised manner.

Local research findings

In terms of relevant local research on this issue, Yarra's recently conducted *Annual Customer Satisfaction Survey 2019* found the following results in relation to observed improvements by residents in last two years:

- Parks, gardens and open space (observed by 11.9% of respondents)
- Roads maintenance and repairs (observed by 6.0% of respondents)
- Bike/walking trails and facilities (observed by 3.3% of respondents)

Preferred improvements to the local area observed by residents were as follows:

- Parking (11.3%)
- Traffic management (9.1%)
- Bike tracks, facilities and infrastructure (5.9%)

This provides a useful snapshot of residents' observed improvements in Yarra – notably being parks, gardens and open space. It also highlights that parks, gardens and open space have not been identified as a top preference for improvement, as respondents prioritised parking, traffic management and infrastructure (as outlined above).

Council officers also recently undertook a detailed assessment of customer feedback specifically related to the Abbotsford and Richmond North areas for the period 2017–2019, as illustrated in

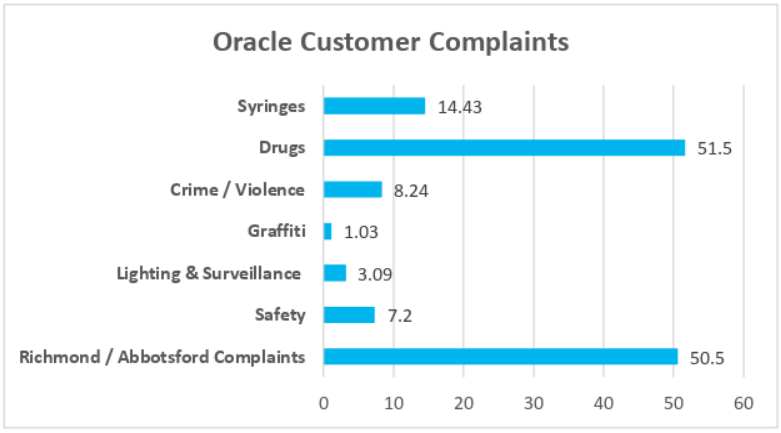


Figure 6: Oracle Customer Feedback 2017–2019

Figure 6. The search parameters were aligned to the key issues highlighted in the 2019 Annual Customer Satisfaction Survey. Results from this assessment once again highlighted drugs and related

issues as being of greatest concern (51.5% of calls). The locations of Abbotsford and Richmond also featured heavily, with 51% of calls received during this time related to general amenity, liveability and neighbourhood decline of these two areas.

During the *Planning for the Future Survey* of that same year, respondents were asked *'Is there a specific location that comes to mind in Yarra where you feel unsafe at night?'* A total of 41% of responses highlighted Victoria Street as the location, with residents living in Richmond and Abbotsford among the highest proportion of people who felt unsafe at night in Victoria Street. Further analysis of the survey data indicated that drug-related issues were the predominate reasons for identifying Victoria Street (accounting for approximately 72% of responses), followed by dangerous people, the presence of public housing and lighting/surveillance issues. As evidenced in these recent local data findings, it is apparent that the local community is heavily focused on public amenity and safety within the Abbotsford, North Richmond and Collingwood areas, and not within Council parks, gardens and reserves. Nonetheless, prioritisation of public safety applies throughout the municipality and beyond, and efforts should be continued in the form of community partnerships, pursuit of relevant grant applications and targeted advocacy for further improvements.

Use of crowd-mapping to understand and measure gendered perceptions of safety

In terms of measuring and understanding perceptions of public space, the use of crowd-mapping technology is becoming more common. Following a similar model to the crowd-mapping tool 'Free-to-be' undertaken by Plan International,[21] in October 2018 the Victorian Government launched two pilot gender equality maps across Darebin City Council and Melton City Council.[22] People were asked to drop a pin and add a comment on locations where they had experienced gender equality or inequality. During the four months that the maps were available there were nearly 3,000 visitors to the site.[23] Results are currently being gathered and assessed and will be made public once that process is complete.

The Gender Equality Map was an action under the Victorian Government's gender equality strategy, Safe and Strong, a joint project with CrowdSpot and Monash University XYX Lab. The use of 'emotion maps,' as a tool for the participatory crowd-mapping of peoples' perceptions of their environment have been found to attract peoples' attention and also provide valuable, tangible results to policy makers, law enforcement and various tiers of government.[24] The creators of the mapping tools note that in addition to supporting women to share their experiences of public space, the mapping tool provides the opportunity for people who identify as LGBTIQ+ to share a more nuanced view of their experiences.[25]

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[21] https://www.plan.org.au/freetobe
[22] https://www.vic.gov.au/safe-and-strong-victorian-gender-equality
[23] https://www.vic.gov.au/case-study-gender-equality-maps-darebin-and-melton
[24] Pánek, J, 2018, 'Emotional Maps: Participatory Crowdsourcing of Citizens' Perceptions of Their Urban Environment', *Cartographic Perspectives*, no. 91, pp. 17–29, viewed 30 July 2019, <https://search-ebscohost-com.ezp.lib.unimelb.edu.au/login.aspx?direct=true&db=a9h&AN=137007767&site=eds-live&scope=site>.
[25] Kalms, N, 2018, 'Crowd-mapping gender equality – a powerful tool for shaping a better city launches in Melbourne', in *The Conversation*, available at: https://theconversation.com/crowd-mapping-gender-equality-a-powerful-tool-for-shaping-a-better-city-launches-in-melbourne-105648 (viewed 12 Feb 2020)

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Personal safety in public parks and efficacy of panic alarms for safety

This brief literature review focuses on personal safety in Council parks, reserves and gardens in the context of public stranger violence (PSV) and the efficacy of panic alarms and other devices. It is important to note that violence experienced by women is overwhelmingly more likely to be perpetrated by intimate partners or family members[26] and a growing body of academics argue the difficulty and inability of mainstream crime prevention to include and focus on violence committed 'behind closed doors,' within families and households, is source for concern.[27] Young adults also represent a large proportion of victims of violent crime.[28]

These data align with the increased risk of victimisation arising from the fact that young adults are more likely to be single, have lower incomes, have lived at their current residence for a year or less, and spend more time engaging in night-time activities.[29] [30] Numerous violent public incidents, particularly involving young people, have been reported in the media including several cases of fatal coward-punches and multiple, highly-publicised PSV homicides in Melbourne (e.g., Jill Meagher, Masa Vukotic, Renea Lau, Eurydice Dixon, and Aiia Maasarwe). It is noted that the majority of these highly-publicised PSV homicides have occurred in municipalities and locations that adjoin the City of Yarra, and also within public parks.

As outlined in the section related to Yarra's *Annual Customer Satisfaction Survey 2019*, it is noted that the top issue raised by young adults (20–34 years of age) was safety, policing and crime (16.2%). No other age groups raised safety, policing and crime as their top issue (or within their top three issues). In terms of gender, females raised concern for safety, policing and crime at a higher percentage than males (11.2% compared to 8.2%), and multi-lingual speakers (as opposed to English speakers) also raised concern for safety, policing and crime at a higher percentage (16.1% compared to 6.6%).

Stranger crimes are considered by law enforcement as some of the most difficult to solve due to an absence of direct links between the victim and the offender.[31] [32] For these reasons, PSV elicits a significant level of fear among the general public, in particular for women, often resulting in them adopting restrictive, avoidance-type behaviours. As such, the increasing prevalence of PSV is an important social issue, and targeted, evidence-based intervention(s) may be required by a number of stakeholders to counteract this trend.

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[26] Phillips, J., & Vandenbroek, P. (2014). *Domestic and family violence in Australia: An overview of the issues* (Parliamentary Library Research Paper). Canberra: Parliament of Australia. Retrieved from <www.aph.gov.au/About_Parliament/Parliamentary_Departments/Parliamentary_Library/pubs/rp/rp1415/ViolenceAust>.

[27] Whitzman, C. (2007) 'Stuck at the Front Door: Gender, Fear of Crime and the Challenge of Creating Safer Space', Environment and Planning A: Economy and Space, 39(11), pp. 2715–2732. doi: 10.1068/a38449.

[28] AIC, Australian Government, 2005.

[29] AIC, Australian Government, 2005.

[30] Daniel R, Lee, Carly M, Hilinski-Rosick, 2012, 'Role of Lifestyle and Personal Characteristics on Fear of Victimization among University Students', *American Journal of Criminal Justice* 37(4), Winter 2012, 647–668.

[31] Hewitt, A N, Beauregard, E & Davies, G, 2016, 'An Empirical Examination of the Victim-Search Methods Utilized by Serial Stranger Sexual Offenders: A Classification Approach', *Journal of Interpersonal Violence*. https://doi.org/10.1177/0886260516675921

[32] Rossmo, D K, 2012, 'Recent developments in geographic profiling', *Policing: A Journal of Policy and Practice*, 6, 144–150.

Efficacy of Panic Apps and Alarms

A number of researchers have undertaken research and evaluation on safety in public spaces including research and the trialling of interventions with focus generally on women's safety. One study conducted in New Delhi[33] explored the efficacy of panic buttons/alarms, particularly regarding women's safety following a particularly brutal and widely publicised gang rape in New Delhi in 2012. In their research they defined personal safety as a state in which *one is protected from or need not feel compelled to think of ways in which to protect oneself from immediate threats to the individual person.* The research found multiple limitations to the efficacy and effectiveness of panic alarms.

This study also highlighted the multiple ways in which panic alarms may be perceived to 'improve' public safety. In one sense, they may be viewed as a means of preventing a crime. In other ways, they may be viewed as preventing the escalation of a crime, and finally, they may be considered as a means of mobilising a law enforcement response if a crime is imminent or in progress. Another study[34] found that the majority of personal safety apps (considered to be interchangeable with the concept of panic alarms) focus on location-based reactionary services. It has been found that while these apps/alarms could be useful in the event that the assigned contact(s) calls emergency services and they reach the user before the crime takes place, the reality of such situations is far from this idealised circumstance. Further, in the first instance, effective use of panic alarms/apps relies overwhelmingly on the victim having access to their phone/device/mechanism to effectively activate the alarm. Accessibility does not relate exclusively to physical access (to a phone, for example), but also the availability of a phone and also basics such as phone signal, battery life and credit.[35] From this point, even if the alarm is successfully accessed and activated by a victim, the research[36] identified a number of flaws. Specifically, the effectiveness assumes that the contact(s) who are informed of an alert/panic alarm signal instantaneously undertake all of the following:

a) Take the alert seriously and continue to follow up if they cannot reach the user by phone;

b) Have the presence of mind to act rationally;

c) Reach the user before the crime has commenced or is completed; or

d) That emergency services (if contacted) will act on the information and can reach the user before the crime takes place.

While it is noted that this particular study was undertaken in a different country, a number of the issues remain relevant to the local context.

Further to this, it is important to consider the diversity in opinions on perceived and actual safety concerns. The debate over the role of the 'individual versus the situation' in the crime production function continues[37]. The results from Yarra's recent *Annual Customer Satisfaction Survey 2019*

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[33] Naveena Karusala & Neha Kumar, 2017, *Women's Safety in Public Spaces: Examining the Efficacy of Panic Buttons in New Delhi*, Georgia Institute of Technology: Atlanta.
[34] Maxwell, L., Sanders, A., Skues, J., & Wise, L, 2019, 'A Content Analysis of Personal Safety Apps: Are They Keeping Us Safe or Making Us More Vulnerable?' *Violence Against Women*, https://doi.org/10.1177/1077801219832124
[35] Amnesty International: https://www.amnesty.org/download/Documents/ACT1021332015ENGLISH.PDF
[36] Maxwell, L., Sanders, A., Skues, J., & Wise, L, 2019, A Content Analysis of Personal Safety Apps: Are They Keeping Us Safe or Making Us More Vulnerable?' *Violence Against Women*, https://doi.org/10.1177/1077801219832124
[37] Chalfin, A, Hansen, B, Lerner, J & Parker, L 2019, 'Reducing Crime through Environmental Design: Evidence from a

highlight this. Personal safety can be considered in two stages, where an individual starts to feel unsafe and then, when an individual is confronted with an actual threat. Academics have long posed a question as to whether 'fear of crime' is the constraint here, or whether it is a structural barrier that is (or can be) overcome by individual agency.[38] Unfortunately, research[39] has shown that the entire premise of a panic app or alarm intervenes too late in the timeline and is highly dependent on an individual's conceptualisations of safety and/or danger, making it little more than a reactionary tool at best. There is also a lack of research examining the response times of personal alarm services[40] and resourcing implications. This is critical to determine their efficacy and effectiveness. Further, and perhaps alarmingly, location-based services (i.e. personal apps on smart phones or personal panic alarms) may promote the idea that location data provides meaningful safety information that is sufficient to protect an individual from becoming the victim of a crime.[41] As such, use or reliance on apps or personal panic alarms can provide an illusion and false sense of security that could be potentially dangerous, particularly for those who may then feel safer to engage in riskier behaviour on account of their enhanced perception of safety.[42]

Few apps were found to be preventive in nature, for example, by educating users about the risk factors for victimisation or how to reduce personal vulnerability, which should perhaps be a renewed focus of future personal safety apps.[43] However, again it is essential to highlight that offenders are solely responsible for the perpetration of violence and blame should never be attributed to victims who may not engage in behaviours that reduce vulnerability.

Potential solutions that deserve greater consideration include investigation and implementation of components of a smart city, to ultimately guide a proactive approach to the issue (as opposed to exclusively relying upon reactionary approaches).[44] This has been contemplated and acted upon by officers through research into and trialling of a Crime Prevention through Environmental Design (CPTED) Audit App. The Integrated Safety Auditing for Public Spaces of Yarra (ISAPY) smartphone tool was developed in collaboration between Social Policy and Research and CityLab to assess public spaces in Yarra according to CPTED principles. A first version of the app has been developed and the next step would be to test it out in practice to see if it would be useful to the organisation, and possibly beyond. In addition to this, officers worked with RMIT to develop a survey about the use of

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Randomized Experiment of Street Lighting in New York City', *Working paper series*, viewed 30 July 2019, <https://search-ebscohost-com.ezp.lib.unimelb.edu.au/login.aspx?direct=true&db=edsbl&AN=RN620244518&site=eds-live&scope=site>.

[38] Whitzman, C. (2007) 'Stuck at the Front Door: Gender, Fear of Crime and the Challenge of Creating Safer Space', *Environment and Planning A: Economy and Space*, 39(11), pp. 2715–2732. doi: 10.1068/a38449.

[39] Naveena Karusala & Neha Kumar (2017). Women's Safety in Public Spaces: Examining the Efficacy of Panic Buttons in New Delhi. Georgia Institute of Technology, Atlanta, Georgia, USA. ISB: 978-1-4503-4655-9doi>10.1145/3025453.3025532

[40] Maxwell, L., Sanders, A., Skues, J., & Wise, L, 2019, A Content Analysis of Personal Safety Apps: Are They Keeping Us Safe or Making Us More Vulnerable?' *Violence Against Women*, https://doi.org/10.1177/1077801219832124

[41] Rena Bivens & Amy Adele Hasinoff, 2018, 'Rape: is there an app for that? An empirical analysis of the features of anti-rape apps', *Information, Communication & Society*, 21(8), 1050–1067, doi: 10.1080/1369118X.2017.1309444

[42] Maxwell, L., Sanders, A., Skues, J., & Wise, L, 2019, A Content Analysis of Personal Safety Apps: Are They Keeping Us Safe or Making Us More Vulnerable?' *Violence Against Women*, https://doi.org/10.1177/1077801219832124

[43] Simpson, B. (2014). Tracking children, constructing fear: GPS and the manufacture of family safety. Information & Communications Technology Law, 23, 273-285.

[44] Chourabi, H, Nam, T, Walker, S, Gil-Garcia, JR, Mellouli, S, Nahon, K, Pardo, TA & Scholl, HJ 2012, 'Understanding smart cities: An integrative framework', *Proceedings of the 45th Annual Hawaii International Conference on System Sciences, HICSS–45.*, 6149291, IEEE Computer Society, 2289–2297, HICSS 2012, Maui, 1/4/12, https://doi.org/10.1109/HICSS.2012.615

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CPTED in Victoria. The survey was designed to gain an understanding of awareness and use of CPTED for crime prevention and community safety, and any gaps in training or application. The survey was released in February 2019 by RMIT to stakeholders and will be provided by RMIT to the Department Of Justice and Community Safety.

Most importantly, there is also an overwhelming need for all people, and particularly those with vulnerabilities, to be free of the cognitive burden of ensuring their personal safety from PSV.[45] Further to this, it is acknowledged that the concept of panic apps/alarms represents a piece in the puzzle of a technology-based strategy for the prevention, mitigation and response to crime. There is positive feedback from countries in the developing world where initiatives such as those previously described have been tested. While not fool-proof, other indirect and positive impacts have initiated: one participant in the Amnesty International project stated, 'Security is community. Having an 'app' (with registered security contacts) gives you a sense of security'.[46]

Despite statistics indicating that men are assaulted by strangers at a much higher rate than women,[47] stranger crimes often elicit the highest levels of fear of crime for women. As such, interventions need to also focus on empowering women to gain some control over their own safety.

One study evaluated the different features of personal safety apps available in Australia, particularly focused on the usefulness of such apps in reducing women's vulnerability to PSV.[48] Apps focusing on panic alarms may be useful in a small number of circumstances (e.g., if the offender is a first-time offender or is inexperienced), where the offender may lack confidence and more likely 'scared off' by the possibility of bystander attention. However, previous research has indicated that offenders may not always be deterred by alarms.[49] [50] [51] This is because alarms do not create a physical barrier to prevent crime from occurring (in the way that locks, window bars, or shutters do, as a preventive measure to burglary), nor do they decrease the risk of offenders approaching and assessing the target, as may be achieved by increased surveillance, public activity or lighting, for example. Instead, they work on the assumption that potential offenders will believe that a suitable guardian will be alerted to the criminal activity and thus increase the risk of apprehension.[52]

In conclusion, it is considered that the viability of panic alarms and apps remains inconclusive, particularly in the local context with limited local evidence and research. Ultimately, public safety technologies (including panic alarms and apps) are only as good as the manner in which it is available,

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[45] Naveena Karusala & Neha Kumar, 2017, *Women's Safety in Public Spaces: Examining the Efficacy of Panic Buttons in New Delhi*, Georgia Institute of Technology: Atlanta.
[46] Amnesty International: https://www.amnesty.org/download/Documents/ACT1021332015ENGLISH.PDF
[47] AIC, Australian Government, 2014.
[48] Maxwell, L., Sanders, A., Skues, J., & Wise, L, 2019, 'A Content Analysis of Personal Safety Apps: Are They Keeping Us Safe or Making Us More Vulnerable?' *Violence Against Women,* https://doi.org/10.1177/1077801219832124
[49] Hockey, D. (2016). Burglary crime scene rationality of a select group of non-apprehend burglars. SAGE Open. doi:10.1177/2158244016640589
[50] Kuhns, J B, Blevins, K R, & Lee, S, 2012, 'Understanding decisions to burglarize from the offender's perspective', Technical report for the Department of Criminal Justice & Criminology, University of North Carolina at Charlotte.
[51] Tilley, N, Thompson, R, Farrell, G, Grove, L, & Tseloni, A, 2015, 'Do burglar alarms increase burglary risk? A counter-intuitive finding and possible explanations', *Crime Prevention and Community Safety*, 17(1), 1–19, doi:10.1057/cpcs.2014.17
[52] Tilley, N, Thompson, R, Farrell, G, Grove, L, & Tseloni, A, 2015, 'Do burglar alarms increase burglary risk? A counter-intuitive finding and possible explanations', *Crime Prevention and Community Safety*, 17(1), 1-19. doi:10.1057/cpcs.2014.17

accessed and employed. Panic alarms and apps are not recommended as a stand-alone solution to address public safety in Council parks, reserves and gardens.

Gender mainstreaming

'Gender mainstreaming' refers to the need to bring gender considerations into the societal mainstream for consideration at every level of amenity, policy, governance and social infrastructure.

The UN Economic and Social Council, defines it as follows:[53]

> *Mainstreaming a gender perspective is the process of assessing the implications for women and men of any planned action, including legislation, policies or programmes, in all areas and at all levels. It is a strategy for making women's as well as men's concerns and experiences an integral dimension of the design, implementation, monitoring and evaluation of policies and programmes in all political, economic and societal spheres so that women and men benefit equally and inequality is not perpetuated. The ultimate goal is to achieve gender equality.*

The idea of gender mainstreaming was first introduced in 1985[54] and has largely been concerned with the application of a binary gender lens that ensures that the rights and needs of women are considered alongside, but separate from, those of men, as a matter of priority for policy makers. By applying a gender lens to all levels of policy creation and implementation, the aim is to reveal sources of gender inequity to ensure women have an equal right to safety, public spaces and economic participation.[55] In Yarra's case, current gender equity practice is to acknowledge a spectrum of gender and it is through this lens that policy matters are considered.

Yarra officers are currently undertaking a gender impact analysis, as part of a larger state government project, applying a gender lens to policies, programs and services across the whole organisation. This work is compatible with gender mainstreaming principles, which officers are working to embed as part of Yarra's standard work practices for developing policies and programs.

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[53] UN Economic and Social Council (ECOSOC), UN Economic and Social Council Resolution 1997/2: Agreed Conclusions, 18 July 1997, 1997/2, https://www.refworld.org/docid/4652c9fc2.html (accessed 6 February 2020)
[54] Council of Europe (2020) 'What is Gender Mainstreaming?' https://www.coe.int/en/web/genderequality/what-is-gender-mainstreaming (accessed 6 February 2020)
[55] Caroline Moser, 2012, 'Mainstreaming women's safety in cities into gender-based policy and programmes', *Gender & Development*, 20(3), 435–452, doi: 10.1080/13552074.2012.731742

4.2 Planning Scheme Amendment C280yara – 32-68 Mollison Street, Abbotsford

Executive Summary

Purpose

The purpose of this report is to present a proponent led Amendment (C280yara) which applies to land at 32-68 Mollison Street, Abbotsford and seeks to replace the Incorporated Plan Overlay – Schedule 1 (IPO1) and associated Incorporated Plan to facilitate a mid-rise commercial redevelopment of the site.

Council has two options:

- Option 1: seek 'authorisation' from the Minister for Planning to prepare and exhibit the amendment; or
- Option 2: not to support the amendment and not seek 'authorisation'.

Key Issues

The current controls are an outcome of Amendment C170 to the Yarra Planning Scheme, which was gazetted in 2013. The purpose of Amendment C170 as it related to 32-68 Mollison Street was primarily to permit the use of the land for office to accommodate the land owner's (Meydan Group) growing businesses. Office was a prohibited use in the Industrial 1 Zone at the time that the amendment process commenced.

State Government zoning changes came into effect shortly before Amendment C170 was gazetted. Those changes allowed for offices to be permissible. If the amendment had been abandoned, the objective of being able to permit office would have been achieved without the built form controls via IPO1.

The proposed heights in Amendment C280yara is reflective of recent approvals on surrounding sites.

Financial Implications

If the Amendment request is supported there would be some direct and indirect costs associated with the normal Planning Scheme Amendment process some of which would be off-set by fees and costs paid by the proponent, in accordance with Council's Planning Scheme Amendment Fees and Cost policy.

PROPOSAL

The amendment request provides planning controls that:

(a) increase the allowable building height from 5 storeys (23m) to 7 storeys (32m) for part of the land which would match other allowable heights in the employment area;

(b) provide a modified built form, amenity outcomes;

(c) retain or enhance the existing amenity of the public realm; and

(d) provide for improved traffic access and movement outcomes.

Accompanying the amendment request is a commitment by the proponent to widen Little Nicholson Street (laneway) and to install a formal and raised pedestrian crossing across Mollison Street at the Victoria Crescent intersection. The commitments would be formalised through section 173 agreements.

4.2 Planning Scheme Amendment C280yara – 32-68 Mollison Street, Abbotsford

Reference: D20/126132
Authoriser: Director Planning and Place Making

Purpose

1. The purpose of this report is:

   (a) to present a proponent-led planning scheme amendment request, to replace the existing Incorporated Plan Overlay - Schedule 1 (IPO1) and Incorporated Document that applies to 32-68 Mollison Street, Abbotsford (refer to Attachments 1 and 2);

   (b) outline the accompanying commitment by the proponent to widen Little Nicholson Street (laneway) and to install a formal and raised pedestrian crossing across Mollison Street at the Victoria Crescent intersection; and

   (c) for Council to decide whether to seek 'authorisation' from the Minister for Planning to prepare and exhibit the amendment or not support the request.

Background

Subject site

2. The site at 32 – 68 Mollison Street, Abbotsford, is located on the northern side of Mollison Street, between Little Nicholson Street and Victoria Crescent (Figure 1). It is approximately 4,360 square metres with a frontage of approximately 147m to Mollison St. It is part of an employment area generally located between Mollison Street to the south, Gipps Street to the north, the Yarra River to the east, and Nicholson Street to the west.

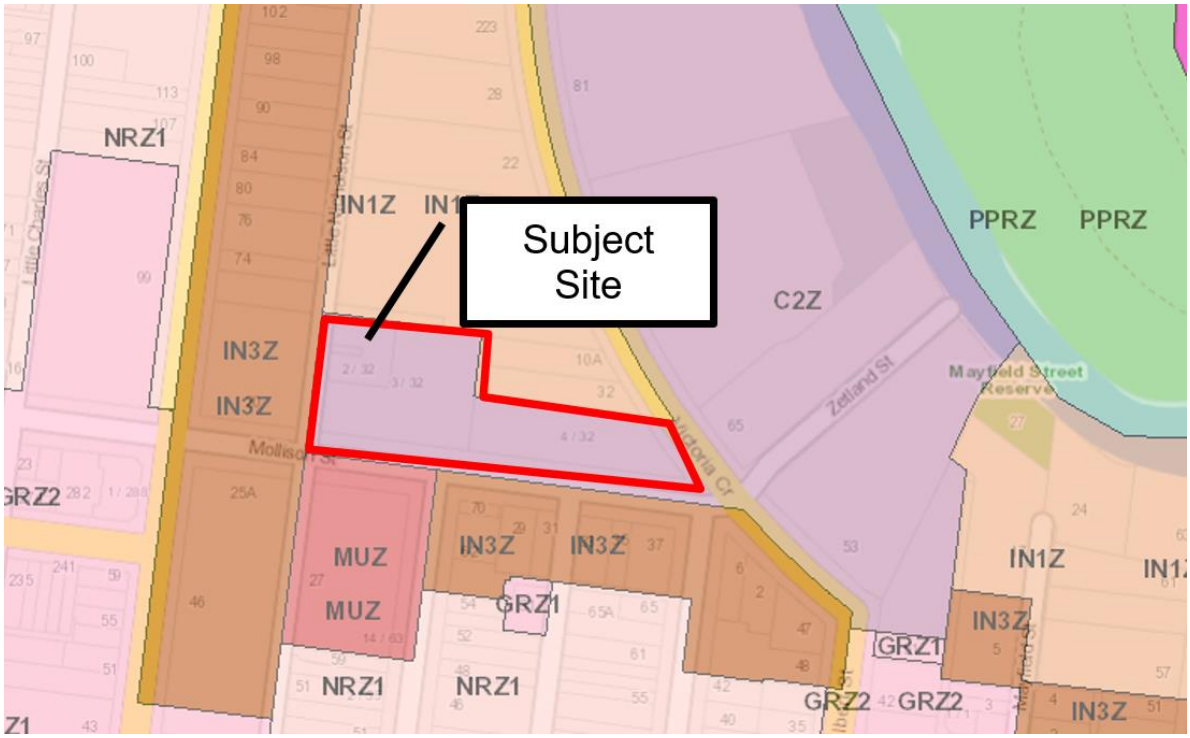


Figure 1: Location of the subject site

3. The site is owned by an entity of the Meydan Group (AH Meydan Pty Ltd) and is currently developed with an at grade carpark at the western end adjoining Little Nicholson Street, and a three storey office building across the remainder (Figures 2 and 3).

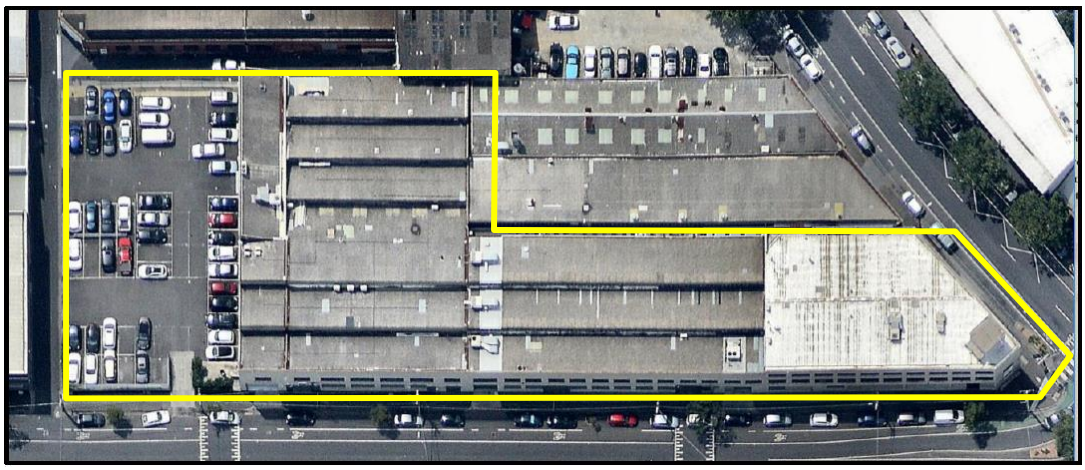


Figure 2: Aerial photograph (from Meydan Planning Scheme Amendment Request)



Figure 3: Mollison Street Frontage – 48 – 60 Mollison (from Meydan Planning Scheme Amendment Request)

Surrounding Context

4. The surrounding land is zoned mostly for non-residential uses, with the exception of the Mixed Use land on the south side of Mollison Street. This includes Industrial 1 zoned land to the north, Industrial 3 zoned land to the west, Industrial 3 zoned land to the south and Commercial 2 zoned land to the east.

5. The site is in proximity to Victoria Street activity centre, two train stations and a tram line (along Victoria Street).

6. While the surrounding area is currently developed with a mix of one to three storey older industrial and warehouse style buildings, this is set to change due to recent planning permit approvals (refer to Table 1).

Table 1: Existing Planning Permit Approvals in Surrounding Area

Site	**Use**	**Height**	**Setback from Little Nicholson Street**
20-30 Mollison St (opposite side of Little Nicholson Street) Zoned Industrial 3 PLN17/0535	Office	Proposed: 12 Storeys (47.5m) Approved: 8 Storeys (29.7m) *NB: The permit was issued following a Compulsory Conference (mediation) at VCAT.* *This building provides an indication*	Setback from Little Nicholson Street, enabling it to be widened to 5.5 metres

		of emerging street wall heights with a 3 storey podium accentuated by variable upper level setbacks	
12-20 Victoria Crescent (north of the subject site) Zoned Industrial 1 PLN18/0239	Office	Proposed: 9 Storeys (34.37m) Approved: 9 Storeys stepping down to 6 storeys (25.64m) towards Victoria Crescent	An additional setback (approx. 1.5m to 1.6m) from Little Nicholson Street to provide a minimum width of 6.5 metres.

Current Planning Controls

7. The site is subject to the following zone and overlays:

   (a) Commercial 2 Zone (C2Z) – refer to Figure 1;

   The purpose of this zone is generally *to encourage commercial areas for offices, appropriate manufacturing, bulky good retailing, other retail uses, and associated business and commercial services*.

   The zone would remain unchanged as part of this amendment;

   (b) Environmental Audit Overlay (EAO);

   The purpose of this zone is *to ensure that potentially contaminated land is suitable for a use which could be significantly adversely affected by any contamination*

   The EAO would remain unchanged as part of this amendment; and

   (c) Incorporated Plan Overlay – Schedule 1 (IPO1) applies specifically to '32-68 Mollison Street and 61-69 William Street, Abbotsford';

   Changes to the IPO1 and Incorporated Document are the subject of Amendment C280yara and outlined further in this report.

Amendment C170

8. The current controls are an outcome of Amendment C170 to the Yarra Planning Scheme, which was gazetted in 2013. The planning scheme request was made by the Meydan Group to:

   (a) rezone of 32-68 Mollison Street from Industrial 1 Zone to the Business 3 Zone;

   (b) rezone of 61-69 William Street from Part Industrial 3 Zone and part Residential 1 Zone to the Mixed Use Zone;

   (c) introduce Schedule 1 to the Incorporated Plan Overlay (IPO) and apply the IPO Schedule to land on Mollison Street and William Street;

   (d) include the Incorporated Plan to the Incorporated Document Schedule at Clause 81.01; and

   (e) apply the EAO over the land at Mollison Street and William Street.

9. The purpose of Amendment C170 that applied to the William Street land was to provide for an apartment development with ground floor retail. That development has recently been completed.

10. The purpose of Amendment C170 as it related to 32-68 Mollison Street was primarily to permit the use of the land for office to accommodate the land owner's (Meydan Group) growing businesses. Office was a prohibited use in the Industrial 1 Zone at the time that the amendment process commenced.

11. State Government zoning changes came into effect shortly before Amendment C170 was gazetted. Those changes allowed for offices to be permissible. If the amendment had been abandoned, the objective of being able to permit office would have been achieved without the built form controls via IPO1.

Existing Planning Permit (PLN17/0679)

12. 32-68 Mollison Street (and 10 Victoria Street) is subject to planning permit PLN17/0679, which provides for a development of the site that is in accordance with the existing IPO1 and Incorporated Document.

13. The permitted development allows for a five storey office building with some retail at ground level and two levels of basement parking. The development would occur in two stages, divided generally into the eastern and western portions of the site. Vehicular access from Little Nicholson Street (Stage 1) and Victoria Crescent (Stage 2).

Planning Scheme Amendment C280

14. In August 2019, the landowner lodged a request with Council to consider a Planning Scheme Amendment (C280yara) to replace the Incorporated Plan Overlay – Schedule 1 (IPO1) and the associated Incorporated Plan (an Incorporated Document).

15. In assessing the amendment request and preparing the amendment documentation Council officers sought advice from Council's traffic engineers, civil engineers and urban design teams and independent urban design advice from Hodyl and Co (2019).

16. The following outlines the proposed differences to the existing IPO1 and associated Plan and elements that create a modified built form, traffic / access and movement outcomes and retain or enhance the existing amenity of the public realm.

17. The proposed IPO1 varies from the existing IPO1, as follows:

    (a) drafted in accordance with the Ministerial Direction for '*The form and content of Planning Scheme*' and *Planning Practice Note 23: Applying the Incorporated Plan and Development Plan Overlays* (November 2018);

    (b) removes reference controls that specifically relate to the land at William Street as the development of that site has been completed;

    (c) extends the set of conditions that apply to a permit to relate to road widening, built form and amenity outcomes, and car parking / traffic impact;

    (d) removes the requirement for a permit to address the '*the proximity of properties to the north in a different zone including the potential impacts from noise, light, odour and 24 hour traffic movements*' as this is addressed in Clause 22.05 Interface Uses Policy in the Yarra Planning Scheme and the approved planning permit for the site to the north is for office not industry;

    (e) removes the decision guideline to consider the extent to which environmentally sustainable design features are adopted as this is now a requirement in Clause 22.15 Environmental Sustainable Design Policy in the Yarra Planning Scheme;

    (f) removes the decision guideline related to 'design of the car park building', as the proposal is introducing a requirement for active frontage at ground level and for car parking to be concealed from the Victoria Crescent and Mollison Street frontages;

    (g) removes the decision guideline relating to 'screening of mechanical plant equipment' and 'reverse amenity impacts' as this can be addressed through Clause 22.05 Interface Uses Policy in the Yarra Planning Scheme;

    (h) removes the decision guidelines relating to 'the proposed development has regard to the heritage values of the site as applicable' as the subject site is not affected by Heritage Overlay, this was specific to the property 61-69 William Street; and

    (i) changes to the requirements to prepare an Incorporated Plan to include additional built form controls and remove provisions relating to land use. Land use is controlled by the C2 Zone.

18. The proposed Incorporated Plan prepared under IPO1 would be an Incorporated Document in the Schedule to clause 72.04 of the Yarra Planning Scheme. Figures 4 and 5 illustrate the existing and proposed Incorporated Plans and the table 2 provides a comparison between the existing and proposed Incorporated Plans (refer to Attachment 2).

Table 2: Comparison between the Existing and Proposed Incorporated Plans

	Current Incorporated Plan (refer to Figure 4)	**Proposed Incorporated Plan (refer to Figure 5)**
Height	Building height for **32-68 Mollison Street, Abbotsford** must not exceed 23 metres and 5 storeys.	Building height in Area A is increased to not exceed 32 metres and 7 storeys. Building height in Area B remains the same and not exceed 23 metres and 5 storeys.
Street wall	Existing building Street Wall (three storey)	Street wall height should transition from three storeys at the western end (Area A) of the site to four storeys at the eastern end (Area B) of the site.
Upper level setback from street wall and northern boundary	Manage edge to provide for continued industrial purposes on the northern side. 2m setback as shown on the Incorporated Plan.	Above the street wall and northern boundary wall, upper level setback is increased to a minimum of 3 metres from northern boundary, Mollison Street, Victoria Crescent and Little Nicholson Street. Upper level setbacks above the street wall and northern boundary should be contained within a maximum of two steps (including the setback above the boundary wall below as one step) to avoid repetitive stepping of individual levels.
Ground Level Setback	No requirement. (in current IPO1 and Incorporated Plan)	The building must be setback along the western boundary of the property to provide for two way vehicle access on Little Nicholson Street.
Corner treatment	No requirement. (in current IPO1 and Incorporated Plan)	The corner of the development at the Mollison Street and Victoria Crescent intersection should be chamfered as shown on The Plan. No cantilevering should occur at the upper levels.
Upper Level building separation	No requirement. (in current IPO1 and Incorporated Plan)	Upper level development (from 4th Storey) should be separated by a minimum of 6 metres between Area A and Area B.
Overshadowing	No requirement. (in current IPO1 and Incorporated Plan)	New development must not overshadow the footpath on the southern side of Mollison Street between 10 am and 2 pm on 22 September.
Active frontages	As per the IPO1, <u>Conditions and requirements for permits</u> An active ground floor frontage incorporated into the design of the car park building at 32 Mollison Street. <u>Decision Guidelines</u> The relationship of any new buildings to the street including entrances that provide opportunities for active or visual engagement.	Active frontages should be provided to a minimum 80% of the Mollison Street & Victoria Crescent frontage, keeping inactive facades to a minimum.
Material definition (podium and upper levels)	No requirement. (in current IPO1 and Incorporated Plan)	Façade articulation and composition should achieve cohesive design between lower and upper levels with upper level being lighter colour.

Car Parking	Requirement for a car parking building on the western part of the property.	Car parking should be concealed from the Victoria Crescent and Mollison Street frontages.
Bicycle Parking	No requirement. (in current IPO1 and Incorporated Plan)	Staff bicycle parking should be located and designed to be secure and conveniently accessible from the street and associated uses (e.g. changing facilities).
Vehicular access	Three access points from Mollison Street and one from Victoria Crescent. (as shown on the Incorporated Plan)	Limit vehicular access to one from Little Nicholson Street and one from Mollison Street as shown on Map 1. No vehicular access is to be provided from Victoria Crescent.
Pedestrian Access	No requirement. (in current IPO1 and Incorporated Plan)	Pedestrian access to buildings should be achieved via streets and primary access from laneways should be avoided. Where pedestrian access from a laneway is appropriate, it should include a pedestrian refuge or landing and include lighting. Ensure pedestrian entrances are clearly visible, secure and have an identifiable sense of address.
Service cabinets	No requirement. (in current IPO1 and Incorporated Plan)	Service cabinets to be appropriately located and integrated with the design of the building utilising the laneway where possible.

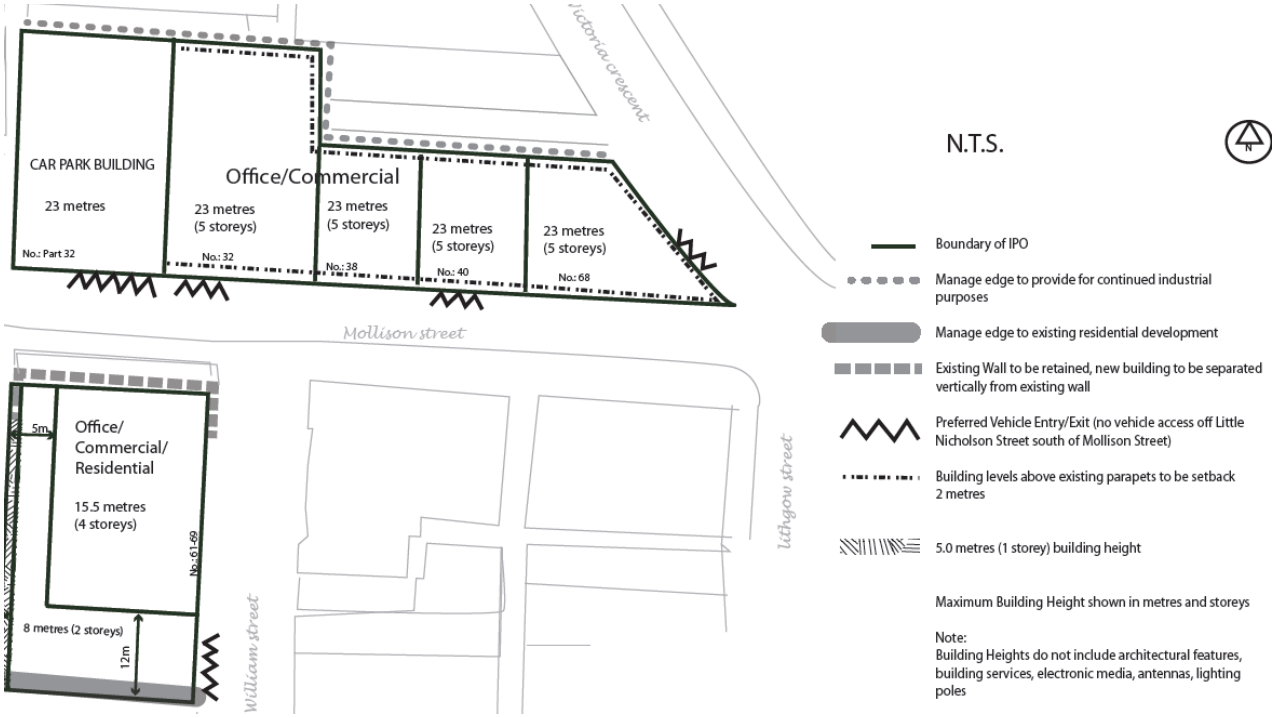


Figure 4: Existing Incorporated Plan Map



Figure 5: Proposed Incorporated Plan Map

Built Form and Land Use

19. Key elements included in Amendment C280yara to deliver acceptable built form outcomes include:

    (a) providing active frontages towards Mollison Street and Victoria Crescent and removing vehicle access from Victoria Crescent;

    (b) introducing a range in street wall height from three to four storeys: three storeys to Little Mollison Street and four storeys to the corner of Mollison Street and Victoria Crescent;

    (c) introducing a setback above the street wall of 3 metres from northern boundary, Mollison Street, Victoria Crescent and Little Nicholson Street to create a more distinctive break between the podium and upper levels and assist in managing visual bulk at upper levels;

    (d) continuing the chamfered corner of Mollison St and Victoria Crescent to mark corner and provide a generous pedestrian standing area;

    (e) requiring different materials between the podium and upper levels that are responsive to the local context and character;

    (f) providing for upper-level building separation (minimum 6m building separation from the 4th Storey and above) and design treatments so that the upper level forms to read as separate buildings; and

    (g) varying height across the site that responds to the emerging heights of adjacent approvals, coupled with upper level building separation has the following benefits:

        (i) reduces visual bulk from adjacent buildings, Mollison St and streets to the south of the subject site;

        (ii) improves internal amenity of commercial floorplates; and

        (iii) creates a perception of multiple buildings of varying heights rather than one large monolithic building.

20. Amendment C280yara does not affect the land uses that may be permitted on the site, as it is not proposed to change the zone.

Traffic, Access and Movement

21. It is acknowledged that the proposed changes would increase the density of use on the site by allowing for increased floor area (through additional height). The updated transport and urban design related provisions of IPO1 and the associated Incorporated Plan would allow that increase to be accommodated.

22. The proposed IPO1 and the associated Incorporated Plan includes a number of elements to manage traffic and movement:

    (a) requiring a ground level setback from Little Nicholson Street to enable two-way traffic movements;

    (b) requiring a traffic engineering report to be prepared at the planning permit stage that demonstrates, amongst other matters, how the development reduces car dependence and promotes sustainable transport modes;

    (c) ensuring pedestrian entrances are clearly visible, secure and have an identifiable sense of address; and

    (d) requiring staff bicycle parking to be located and designed to be secure and conveniently accessible from the street and end of trip uses.

23. In addition, the proponent has given a commitment to enter Section 173 agreements for laneway widening and the raised pedestrian crossing.

Public Realm

24. The proposed IPO1 and associated Incorporated Plan includes a number of elements to retain or enhance the existing amenity of the public realm:

    (a) requirement for active frontage at ground level and for car parking to be concealed from the Victoria Crescent and Mollison Street frontages;

    (b) removing access from Victoria Crescent to provide an improved interface towards the street;

    (c) requiring service cabinets to be appropriately located and integrated with the design of the building; and

    (d) mandate that new development must not overshadow the footpath on the southern side of Mollison Street between 10-00 am and 2-00 pm on 22 September.

Retaining Land for Employment

25. The site is currently being used as an office; the development proposes to increase office space, a café and a shop at ground floor which eventually would create more employment opportunities.

26. The redevelopment would support local businesses through direct retail spend, business to business transactions, and the creation of jobs. Advice from the proponent's economic experts (Urbis) suggested that the office-based employees would be typically spending an average of $25 per day in local businesses.

27. In addition, the proponent's economic experts (Urbis) advised that the retail and 'business to business' spending prompted by the redevelopment of the site is anticipated to create an additional 848 'indirect' jobs on an ongoing basis, many of which are likely to be located within the City of Yarra.

28. The development would support the delivery of a number of employment-related goals of the City of Yarra, with the Abbotsford precinct designated as an employment precinct, which over time would transition from its former industrial base to the knowledge sector.

29. The redeveloped site would be occupied in part by the Meydan Group of business, including Taking Shape. This will have a workforce of more than 90, of which at least 10% live within

the City of Yarra. The applicant indicates that the current projection is that the Meydan Group would occupy approximately 50% of the Stage 1 building.

External Consultation

30. Officers have also sought the view of the Department of Environment, Land, Water and Planning (DELWP).

31. If Council resolves to seek 'authorisation' for the amendment and it is approved by the Minister for formal exhibition, the amendment documentation would be exhibited for a period of one month in accordance with the requirements of the Planning and Environment Act 1987. This includes giving notice to those considered to be materially affected through mail out and would include all owners and occupiers of land within and immediately adjoining the amendment area. The information would be made available online through the Council website. This would provide the community with an opportunity to submit on the proposed controls.

Internal Consultation (One Yarra)

32. Officers have sought internal comments from urban design, engineering, traffic and statutory planning. These comments have informed the requirements of the amendment documentation.

Financial Implications

33. The costs associated with the exhibition of the amendment, statutory fees, and panel fees would be met by the proponent. Other aspects would be met by the strategic planning budget.

Economic Implications

34. The economic implications are set out earlier in the report. The Amendment could facilitate more employment opportunities within the premises.

Sustainability Implications

35. The site is in proximity to public transport and can be accessed by different modes of travel.

36. The amendment is accompanied by a Section173 agreement to contribute to a raised pedestrian crossing on Mollison Street, facilitating pedestrian movement between surrounding employment uses and Victoria St activity centre.

37. Clause 22.15 Environmental Sustainable Development seeks to ensure environmental sustainability is considered at planning permit application stage, with particular consideration given to energy performance, water resources, indoor environment quality, stormwater management, transport, waste management and urban ecology. For a development of the type permitted on the site, a Sustainability Management Plan and Green Travel Plan would be required to be submitted as part of the planning permit application.

Climate Emergency Implications

38. Refer to sustainability.

Social Implications

39. The active frontages of the development would engage with the public realm and potentially increase the safety of the pedestrians.

Human Rights Implications

40. There are no anticipated human rights implications.

Communications with CALD Communities Implications

41. Notification and consultation, if 'authorisation' is granted, would include advice about the use of the interpreter service by residents. This would be available to help affected parties to understand the proposal and associated processes. The Amendment process also involves steps outlined in the Council engagement strategy to assist CALD communities.

Council Plan, Strategy and Policy Implications

42. The amendment is consistent with the Council Plan 2017 - 21 objective 4: A Liveable Yarra and Objective 5: A Prosperous Yarra.

Spatial Economic and Employment Strategy 2018

43. A key finding in Council's adopted the Spatial Economic and Employment Strategy (SEES) was that:

> *Employment growth and floor space demand forecasts suggest that, in aggregate terms, Yarra will not need significant additional floor space to accommodate future employment growth. However, there will be significant changes in the mix and type of floor space that is required, necessitating redevelopment and renewal in existing employment precincts.* (p37)

44. The relevant strategic direction of the SEES is to:

> *Retain other C2 zoned precincts and sites to support a greater diversity of business and economic activity.*

45. The site is specifically considered under Strategy 5: Retain other C2 zoned precincts.

46. Amendment C280yara facilitates commercial redevelopment of the site, supporting *greater diversity of business and economic activity.*

Legal Implications

47. The amendment would be progressed in accordance with the provisions of the *Planning and Environment Act 1987*.

Other Issues

48. There are no other issues.

Options

49. There are two options for deciding on this proposed amendment:
    (a) Option 1: seek 'authorisation' from the Minister for Planning for the amendment to be prepared and proceed to public exhibition; or
    (b) Option 2: not to support the amendment request.
50. Officers recommend that the amendment request be supported based on the justification set out in this report.

Conclusion

51. Proposed Amendment C280YARA is a proponent led amendment that seeks to facilitate a mid-rise (5 storeys (23m) to 7 storeys (32m)) commercial redevelopment of this commercial site.
52. The amendment request provides planning controls that:
    (a) increase the allowable building height from 5 storeys (23m) to 7 storeys (32m) for part of the land which would match other allowable heights in the employment area;
    (b) provide for a modified built form and amenity outcomes;
    (c) retains or enhances the amenity of the public realm;
    (d) provide for improved traffic access and movement outcomes; and
    (e) facilitate more employment space on a site that is part of a key employment precinct in Yarra as identified in Spatial Economic and Employment Strategy 2018.
53. Accompanying the amendment request is a commitment by the proponent to widen Little Nicholson Street (laneway) and to install a formal and raised pedestrian crossing across Mollison Street at the Victoria Crescent intersection.

54. Council must now decide whether to support the amendment request and seek authorisation from the Minister for Planning, or not pursue the request.

RECOMMENDATION

1. That Council:

   (a) notes the officer report in relation to the proposal by the Meydan Group in relation to the amendment at land 32-68 Mollison Street, Abbotsford;

   (b) notes the proposal, the officer analysis and the attachments in relation to the amendment;

   (c) as the planning authority, applies to the Minister for Planning under section 8A(3) of the Planning and Environment Act 1987, for authorisation to prepare Amendment C280yara to the Yarra Planning scheme;

   (d) as the planning authority, prepares Amendment C280yara to the Yarra Planning Scheme in accordance with section 8A(2) of the Planning and Environment Act 1987, if authorised to do so by the Minister for Planning;

   (e) exhibit Amendment C280yara, in accordance with section 17, 18 and 19 of the Planning and Environment Act 1987, if authorisation to prepare Amendment C280yara is received under section 8A(4) of the Planning and Environment Act 1987;

   (f) endorses, for the purpose of exhibition, the draft amendment documentation at Attachments 1 and 2;

   (g) authorises officers to make changes to the draft amendment documentation at Attachments 1 and 2 required to correct any administrative errors and to meet any conditions the Minister for Planning imposes through authorisation; and

   (h) authorise the CEO to formalise the commitments made by the proponent to widen Little Nicholson Street (laneway) and to install a formal and raised pedestrian crossing across Mollison Street at the Victoria Crescent intersection through section 173 agreements.

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TITLE: **Strategic Planner**
TEL: **9205 5374112**

Attachments

1⇩ Attachment 1 - Draft IPO Schedule
2⇩ Attachment 2 - Draft Incorporated Plan
3⇩ Attachment 3 - Planning Scheme Amendment Request C280yara
4⇩ Attachment 4 - Urban Design Peer Review
5⇩ Attachment 5 - IPO Amendment Map
6⇩ Attachment 6 - Proposed Changes

Attachment 1 - Attachment 1 - Draft IPO Schedule

Attachment 1 Part 1 – Schedule 1 to Clause 43.03

SCHEDULE 1 TO CLAUSE 43.03 INCORPORATED PLAN OVERLAY

Shown on the planning scheme map as **IPO1.**

32-68 MOLLISON STREET, ABBOTSFORD INCORPORATED PLAN (MARCH 2020)

1.0 Requirement before a permit is granted

None Specified.

See Clause 43.03-1 for relevant provisions.

2.0 Permits not generally in accordance with incorporated plan

A permit may be granted for the use or subdivision of land, the construction of a building or the construction or carrying out of works that is not generally in accordance with the Incorporated Plan if the permit provides for:

- use of an existing building;
- construction or carrying out of minor works to or associated with existing buildings;
- subdivision of land, provided that the subdivision is the result of a consolidation of all or part of the land or the re-subdivision of the land and the number of lots is not increased;
- removal or creation of easements or restrictions; or
- construction or carrying out of buildings or works associated with the remediation of land in accordance with or for the purpose of obtaining a Certificate or Statement of Environmental Audit under the *Environment Protection Act 1970*,

provided that the responsible authority is satisfied that the issue of the permit will not prejudice the future use and development of the land in an integrated manner, and that the use or development allowed by the permit will contribute to the vision for the site whereby the land is developed according to a new mid-rise character along Mollison Street for the purpose of office, commercial and other compatible uses in such a way that promotes pedestrian activity and passive surveillance, contributes to a high quality public realm and avoids overshadowing of opposite footpaths.

3.0 Conditions and requirements for permits

The following conditions and/or requirements apply to permits:

- A permit to construct a building or construct or carry out works must include conditions that:
  - require the widening of Little Nicholson Street to be designed and constructed to the satisfaction of the Responsible Authority; and
  - provide active frontages towards Mollison Street and Victoria Crescent.
- A permit to construct a building or construct or carry out works must not allow development to:
  - overshadow the southern footpath of Mollison Street at the equinox; and
  - appear as one building mass along Mollison Street.
- A permit to construct a building or construct or carry out works must incorporate the findings and recommendations of a car parking and traffic impact assessment that demonstrates:
  - the safe entry and exit of vehicles to and from the land and that these movements minimise conflict with any existing pedestrian and cycle links; and
  - the provision of car parking, appropriate circulation and layout of car parking, and the recommended bicycle parking provision rates.

4.0 Decision guidelines

The following decision guidelines apply to an application for a permit under Clause 43.03 which is not generally in accordance with the incorporated plan, in addition to those specified in Clause 43.03 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether the proposed development provides façade articulation;
- The impact of the height, bulk, design and appearance of the building or works in relation to the surrounding built form and character;
- The impacts of overshadowing on the southern side of the footpath on Mollison Street, caused by the upper levels of any new development, between 9am and 3pm on the 22nd of September;
- Whether a strong sense of separation between the upper levels and street walls of the development is achieved when viewed from the opposite side of the street;
- Whether the development provides opportunities for active frontages and engaging edges to the public realm through landscaping and/or architectural design features;
- The impact of traffic generated by the development on the capacity of the surrounding road network, including the functionality of the intersection of Mollison Street and Victoria Crescent; and
- Whether the layout and appearance of areas set aside for vehicular access, loading and unloading and the location of any proposed car parking is practicable, safe and supports a pedestrian-oriented design outcome.

5.0 Preparation of the Incorporated Plan

The Incorporated Plan must include the following requirements:

- Objectives for the future use and development of the site;
- A plan showing:
  - maximum building heights for each area in metres and storeys;
  - setbacks from Little Nicholson Street;
  - upper level separation between the eastern and western part of the proposed building(s);
  - retention of the corner splay at the intersection of Mollison Street and Victoria Crescent; and
  - the preferred location of vehicle entry and exit points for the land.

Attachment 1 Part 2 – Explanatory Report

Planning and Environment Act 1987

YARRA PLANNING SCHEME

AMENDMENT C280YARA

EXPLANATORY REPORT

Who is the planning authority?

This amendment has been prepared by the Yarra City Council, which is the planning authority for this amendment.

The amendment has been made at the request of Meydan Group (AH Meydan Pty Ltd), owner of the land at 32-68 Mollison Street, Abbotsford.

Land affected by the amendment

The amendment applies to land at 32-68 Mollison Street, Abbotsford ("the subject land") indicated on the North West corner of Mollison Street and Victoria Crescent as indicated in Figure 1.

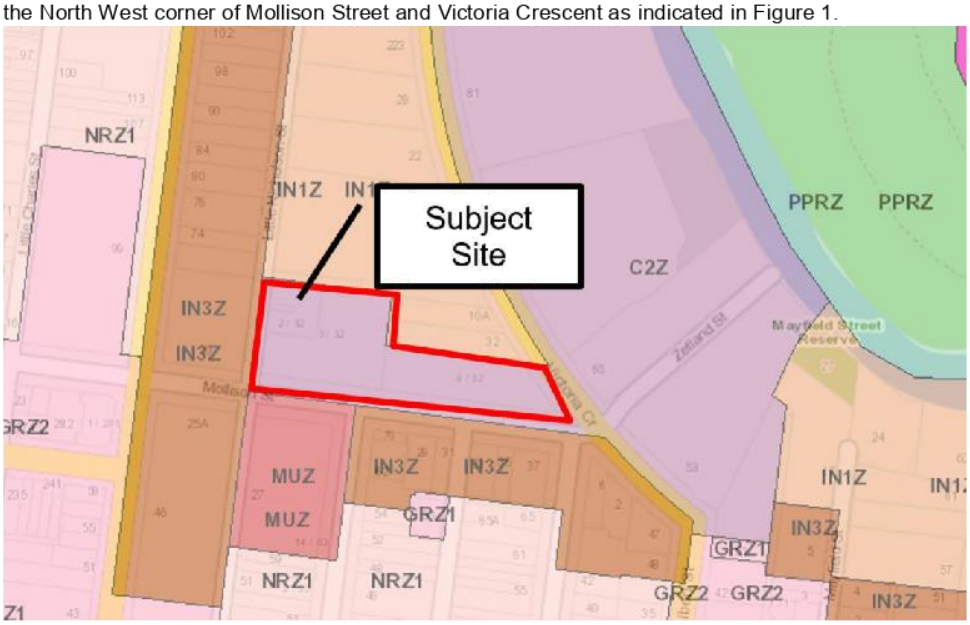


Figure 1: Location of the subject site

What the amendment does

The amendment proposes to replace the existing Incorporated Plan Overlay - Schedule 1 (IPO1) and Incorporated Document that applies to 32-68 Mollison Street, Abbotsford, by the making the following changes to the Yarra Planning Scheme:

- replace the existing Incorporated Plan Overlay - Schedule 1;
- delete the IPO1 from the property at 61-69 William Street, Abbotsford;

- amend Clause 72.04 to replace the incorporated document "32-68 Mollison Street and 61-69 William Street, Abbotsford July 2013" with "32 – 68 Mollison Street Incorporated Plan (March 2020)";

Strategic assessment of the amendment

Why is the amendment required?

The scale and density of development approved and currently being proposed within Abbotsford has increased substantially in recent years. The subject site is in proximity to Victoria Street activity centre, two train stations and a tram line (along Victoria Street). While the surrounding area currently consists of a mix of one to three storey older industrial and warehouse style buildings, this is set to change due to recent planning permit approvals for eight storeys to the west and nine to six storeys to the north of the subject site.

The subject site is affected by a mandatory height limit of 5 storeys which was introduced by the Planning Scheme Amendment C170 to the Yarra Planning Scheme. Through support for recent approvals, it is evident that the potential of the precinct in which the site is located can accommodate a greater intensity of use and built form to contribute to the objective of local employment opportunities. The proposed planning scheme amendment will enable a planning permit application to be considered that provides a built form outcome more equivalent to that being permitted on the surrounding sites.

The amendment will allow building height from 5 storeys (23m) to 7 storeys (32m) for part of the land which would match other allowable heights in the employment area and provide for a modified built form and amenity outcomes. The amendment will also facilitate more employment space on a site that is part of a key employment precinct in Yarra as identified in Spatial Economic and Employment Strategy 2018.

To ensure appropriate and orderly planning, the amendment is required to better facilitate and guide the scale, massing and bulk of the new development.

How does the amendment implement the objectives of planning in Victoria?

The amendment implements the following objectives of planning in Victoria (sections 4(1) and 12(1)(a) of the Act):

To provide for the fair, orderly, economic and sustainable use, and development of land.

To secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria.

To conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value.

To protect public utilities and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community.

To balance the present and future interests of all Victorians.

The amendment seeks to provide greater clarity regarding built form outcomes and expectations in Yarra's employment areas of Abbotsford. In doing so, the proposed provisions will support more efficient and orderly planning processes. The views of all affected parties will be sought through the exhibition process.

The amendment seeks to provide greater clarity as it will drive the development outcomes for better built form, public realm improvement and improve public safety.

How does the amendment address any environmental, social and economic effects?

The Amendment is consistent with the overarching goal in the planning scheme to:

> *Integrate relevant environmental, social and economic factors in the interests of net community benefit and sustainable development.*

The Amendment will have positive social and economic benefits through the facilitation of well-designed building accommodating office and commercial activity situated near an activity centre that is well served by public transport and other services.

Does the amendment address relevant bushfire risk?

The amendment does not address bushfire risk, as the land subject to the amendment is not:

- Subject to a Bushfire Management Overlay;
- Within a designated bushfire prone area;
- Proposed to be used or developed in a way that may create a bushfire hazard.

Does the amendment comply with the requirements of any Minister's Direction applicable to the amendment?

The Amendment complies with Ministerial Direction No. 9 in addressing and responding to the metropolitan planning strategy, *Plan Melbourne 2017-2050*.

Amendment C280yara is consistent with the following Directions contained in *Plan Melbourne 2017-2050*:

> **Direction 1.1 - Create a city structure that strengthens Melbourne's competitiveness for jobs and investment** which seeks to strengthen the competitiveness of Melbourne's employment areas. The Amendment provides appropriate policy direction for the planning and development of the employment areas to ensure that it continues to meet community needs.
>
> **Direction 5.1 - Create a city of 20-minute neighbourhoods** which aims to cluster new housing, access to jobs, services and public transport to accommodate growth. The amendment will facilitate employment generation near a Major Activity Centre (Victoria Street) which will improve local employment and commercial opportunities.

The Amendment complies with the Ministerial Direction for '*The form and content of Planning Scheme*' under Section 7(5) of the Act and *Planning Practice Note 23: Applying the Incorporated Plan and Development Plan Overlays* (November 2018).

The amendment is affected by Ministerial Direction No. 11 *Strategic Assessment of Amendments* and complies with the requirements as set out in this explanatory report.

How does the amendment support or implement the Planning Policy Framework and any adopted State policy?

The Amendment supports and implements State Planning Policy in responding to the following clauses:

Clause 11 - Settlement

- **Clause 11.02-1S Supply of Urban Land** – To ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses.

Clause 13 – Environmental risks and amenity

- **Clause 13.01-1S Natural Hazards and Climate Change -** To minimise the impacts of natural hazards and adapt to the impacts of climate change through risk-based planning.
- **Clause 13.05-1S Noise Abatement -** To assist the control of noise effects on sensitive land uses.

Clause 15.01 – Built environment

- **Clause 15.01-1S Urban Design -** To create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.
- **Clause 15.01-1R Urban Design – Metropolitan Melbourne** - To create a distinctive and liveable city with quality design and amenity
- **Clause 15.01-2S Building Design -** To achieve building design outcomes that contribute positively to the local context and enhance the public realm.
- **Clause 15.01-4S Healthy Neighbourhood -** To achieve neighbourhoods that foster healthy and active living and community wellbeing.
- **Clause 15.01-4R Healthy Neighbourhood – Metropolitan Melbourne -** Create a city of 20 minute neighbourhoods that give people the ability to meet most of their everyday needs within a 20 minute walk, cycle or local public transport trip from their home.
- **Clause 15.01-5S Neighbourhood Character -** To recognise, support and protect neighbourhood character, cultural identity, and sense of place.

Clause 15.02 – Sustainable development

- **Clause 15.02-1S Energy and Resource Efficiency -** To encourage land use and development that is energy and resource efficient, supports a cooler environment and minimises greenhouse gas emissions.

Clause 17.01 Employment

- **Clause 17.01-1S Diversified Economy -** To strengthen and diversify the economy.
- **Clause 17.01-1R Diversified Economy – Metropolitan Melbourne -** Support the Central City to become Australia's largest commercial and residential centre by 2050, by planning for office, retail, residential, education, health, entertainment and cultural activity spaces.

Clause 17.02 Commercial

- **Clause 17.02-1S Business** - To encourage development that meets the community's needs for retail, entertainment, office and other commercial services.
- **Clause 17.02-2S Out-of-centre development -** To manage out-of-centre development.

Clause 18 - Transport

- **Clause 18.01-2S Transport System -** To coordinate development of all transport modes to provide a comprehensive transport system.
- **Clause 18.02-1S Sustainable Personal Transport -** To promote the use of sustainable personal transport.
- **Clause 18.02-1R Sustainable Personal Transport – Metropolitan Melbourne -** Improve local travel options for walking and cycling to support 20 minute neighbourhoods.
- **Clause 18.02-2S Public Transport -** To facilitate greater use of public transport and promote increased development close to high-quality public transport routes.
- **Clause 18.02-2R Principal Public Transport Network –** Facilitate high-quality public transport access to job-rich areas.

How does the amendment support or implement the Local Planning Policy Framework, and specifically the Municipal Strategic Statement?

The Amendment is consistent with and facilitates the following Clauses of the Local Planning Policy Framework:

Clause 21.04-2 - Activity centres

- Objective 4 - To maintain a balance between local convenience and regional retail roles in Yarra's activity centres.
  - Strategy 4.1 Increase the range of retail, personal and business services, community facilities, and recreation activities, within individual centres.
  - Strategy 4.3 Support the role of all activity centres, including Neighbourhood Activity Centres, in providing local day-to-day needs of residents of all abilities.
- Objective 5 - To maintain the long term viability of activity centres.
  - Strategy 5.2 Support land use change and development that contributes to the adaptation, redevelopment and economic growth of existing activity centres.

- Strategy 5.3 Discourage uses at street level in activity centres which create dead frontages during the day.

Clause 21.04-3 – Industry, Office and Commercial

- Objective 8 - To increase the number and diversity of local employment opportunities.
- Strategy 8.5 Support opportunities for new uses on isolated industrial sites provided they reflect the predominant surrounding uses.

Clause 21.05-2 - Urban design

- Objective 16 - To reinforce the existing urban framework of Yarra.
- Strategy 16.2 Maintain and strengthen the preferred character of each Built Form Character Type within Yarra.
- Objective 19 - To create an inner city environment with landscaped beauty.
- Strategy 19.1 Require well resolved landscape plans for all new development.
- Strategy 19.2 Encourage opportunities for planting suitable trees and landscape areas in new development.
- Objective 20 - To ensure that new development contributes positively to Yarra's urban fabric.
- Strategy 20.1 Ensure development is designed having particular regard to its urban context and specifically designed following a thorough analysis of the site, the neighbouring properties and its environs.
- Objective 21 - To enhance the built form character of Yarra's activity centres.
- Strategy 21.1 Require development within Yarra's activity centres to respect and not dominate existing built form.
- Strategy 21.3 Support new development that contributes to the consolidation and viability of existing activity centres.

Does the amendment make proper use of the Victoria Planning Provisions?

The amendment makes proper use of the Victoria Planning provisions as it utilises the most appropriate zone to support the best use of the land and provides guidance for future development by applying a new Schedule to the Incorporated Plan Overlay.

How does the amendment address the views of any relevant agency?

Council sought the views of the Department of Environment, Land, Water and Planning (DELWP) in the drafting of the controls which informs the Amendment. There are no agencies whose views were required to be considered as part of the amendment process. The view of any relevant agency will be taken into account, where necessary, during the consideration of subsequent planning permit applications.

Does the amendment address relevant requirements of the Transport Integration Act 2010?

Any redevelopment is unlikely to have a significant impact on the transport system. By virtue of its location, a redevelopment of the subject site will address many of the objectives of the *Transport Integration Act 2010* to be located in close proximity to transport options for a better integration of transport and land use. This will enable efficient and effective access for persons and goods to places of employment, markets and services; facilitate local investment; reduce the need for private motor vehicle transport and extent of travel and facilitate better access to and greater mobility within local communities.

Resource and administrative costs

- **What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?**

The amendment has a minor impact on the resources of the responsible authority. It requires planning permits to be assessed in line with the planning controls applying to the site.

Where you may inspect this amendment

The amendment can be inspected free of charge at the Yarra City Council website at https://www.yarracity.vic.gov.au/the-area/planning-for-yarras-future/yarra-planning-scheme-and-amendments/current-amendments

The amendment is available for public inspection, free of charge, during office hours at the following places:

Collingwood Town Hall

140 Hoddle Street

Abbotsford VIC 3067

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.

Submissions

Any person who may be affected by the amendment may make a submission to the planning authority. Submissions about the amendment must be received by [*Date to be determined along with exhibition dates]*.

A submission must be sent to: [Address to be determined]

Panel hearing dates

In accordance with clause 4(2) of Ministerial Direction No.15 the following panel hearing dates have been set for this amendment:

- directions hearing: *To be pre-set in discussions with Planning Panels Victoria as per regular process.*
- panel hearing: *To be pre-set in discussions with Planning Panels Victoria as per regular process.*

32-68 MOLLISON STREET INCORPORATED PLAN (March 2020)

THE LAND

The 32-68 Mollison Street Incorporated Plan applies to the land at 32-68 Mollison Street, Abbotsford, described as Lots 1 and 2, and part of Lots 4 and 5, on Plan of Subdivision 208064F; Lot 1 on Title Plan 10831L; Lot 1 on Title Plan 900661X.

32 Mollison Street or '**Area A**' is described as Lot 1 and part of Lots 2, 4 and 5 on Plan of Subdivision 208064F; Lot 1 on Title Plan 10831L; Lot 1 on Title Plan 900661X.

38-68 Mollison Street or '**Area B**' is described as part of Lot 2 on Plan of Subdivision 208064F.

THE PLAN

The 32-68 Mollison Street Incorporated Plan consists of this ordinance and the attached Plan as Map 1.

OBJECTIVES

To ensure that development responds to a mid-rise character along Mollison Street of 5 to 7 storeys behind a lower street wall of 3 to 4 storeys.

To facilitate the use and development of the land for office, commercial and other compatible uses that will stimulate employment opportunities and business activity within the local area.

To encourage development design that promotes pedestrian activity and passive surveillance, contributes to a high-quality public realm, and avoids overshadowing of opposite footpaths on Mollison Street and Victoria Crescent.

To ensure development responds to sensitive use to the south of Mollison Street by requiring that the overall scale and form of development on the Land protects these properties from an unreasonable loss of amenity through visual bulk and overshadowing.

PERFORMANCE MEASURES

Building and works and subdivision

- The provisions of Table 1 will be applied to determine whether a permit application for buildings and works is in accordance with this plan.
- The provisions of Table 2 will be applied to determine whether a permit application for subdivision is generally in accordance with this plan.

Design and appearance

- Provide an upper-level separation of the built form and design treatments to ensure proposed buildings on Area A and Area B do not appear as one building mass.
- Use material definition between the podium and upper levels that is responsive to the local context and character.

TABLE 1: BUILDINGS AND WORKS

BULDINGS AND WORKS	REQUIREMENT
Height	Building height in Area A must not exceed 32 metres and 7 storeys. Building height in Area B must not exceed 23 metres and 5 storeys.
Street wall	Street wall height should transition from 3 storeys at the western end of the site (Area A) to 4 storeys at the eastern end of the site (Area B).
Upper level setback from street wall and northern boundary	Above the street wall and northern boundary wall, upper levels should be setback a minimum of 3 metres from the northern boundary, Mollison Street, Victoria Crescent and Little Nicholson Street.

	Upper level setbacks above the street wall and northern boundary should be contained within a maximum of two steps (including the setback above the boundary wall below as one step) to avoid repetitive stepping of individual levels.
Ground Level Setback	The building must be setback along the western boundary of the property to provide for two-way vehicle access on Little Nicholson Street.
Corner treatment	The corner of the development at the Mollison Street and Victoria Crescent intersection should be chamfered as shown on The Plan. No cantilevering should occur at the upper levels.
Upper Level building separation	Upper level development (4th storey and above) should be separated by a minimum of 6 metres between Area A and Area B (as shown on Map 1).
Overshadowing	New development must not overshadow the footpath on the southern side of Mollison Street between 10 am and 2 pm on the 22nd of September.
Active frontages	Active frontages should be provided to a minimum of 80% of the Mollison Street and Victoria Crescent frontage, keeping inactive facades to a minimum.
Material definition (podium / lower level and upper levels)	Façade articulation and composition should achieve cohesive design including material definition between lower and upper levels that is responsive to local context and character. Upper levels should use lighter coloured and visually recessive materials, while lower level materials should be detailed and robust.
Car Parking	Car parking should be concealed from the Victoria Crescent and Mollison Street frontages.
Bicycle Parking	Bicycle parking should be located and designed to be secure and conveniently accessible from the street and associated uses (e.g. changing facilities).
Vehicular access	Vehicular access must be limited to one vehicle from Little Nicholson Street and one vehicle from Mollison Street as shown on Map 1. No vehicular access is to be provided from Victoria Crescent.
Pedestrian Access	Pedestrian access to buildings should be achieved via Mollison Street and/or Victoria Crescent and primary access from laneways should be avoided. Where pedestrian access from a laneway is appropriate, it should include a pedestrian refuge or landing and include lighting. Pedestrian entrances must be clearly visible, secure and have an identifiable sense of address.
Service cabinets	Service cabinets must be appropriately located and integrated with the design of the building utilising the laneway where possible.

TABLE 2: SUBDIVISION

SUBDIVISION	REQUIREMENT
Widening of Little Nicholson Street	The subdivision of land along Little Nicholson Street to widen the laneway must be in accordance with the Plan as shown on Map 1.

PERMIT APPLICATION REQUIREMENTS

The following application requirements apply to an application for a planning permit, in addition to those specified elsewhere in the planning scheme, and must accompany an application as appropriate to the satisfaction of the responsible authority:

- a site analysis and urban design context report which demonstrates how the proposal achieves the Objectives and Performance Measures of this Plan.

- development proposals for buildings including detailed shadow analysis to demonstrate no overshadowing of the southern footpath along Mollison Street on September 22nd from 10am to 2pm.
- a traffic engineering report prepared by a suitably qualified traffic engineer that demonstrates how the development:
  - minimises impacts on the level of service, safety and amenity of the surrounding road network; and
  - reduces car dependence and promotes sustainable transport modes, and

  which includes an assessment of the cumulative impacts of traffic and parking within the development including an assessment of the ongoing functionality of laneway; and

  responds to the access requirements above; and
- detailed engineering drawings for the widening of Little Nicholson Street in accordance with the Plan.

If in the opinion of the responsible authority an application requirement listed above is not relevant to the assessment of an application, the responsible authority may waive or reduce the requirement.

Attachment 2 - Attachment 2 - Draft Incorporated Plan

Map 1: The Plan



MEYDAN GROUP

Planning Scheme Amendment Request



32-68 Mollison Street Abbotsford

August 2019

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ATTACHMENTS

ATTACHMENT 1 CURRENT PLANNING CONTROLS (IPO)

ATTACHMENT 2 PROPOSED PLANNING CONTROLS (IPO)

ATTACHMENT 3 INDICATIVE DEVELOPMENT

1 Introduction

This planning report supports a request to Yarra City Council to progress a planning scheme amendment to change the controls that apply to land at 32-68 Mollison Street, Abbotsford (the site).

The site is owned by an entity of the Meydan Group (AH Meydan Pty Ltd). It was the subject of a planning scheme amendment C170 in 2013 that applied a five storey mandatory height limit. However, the planning and physical context of site has changed, and it is not considered that the height reflects the site's potential. This is apparent in Council's recent support for eight storey office developments on adjoining properties.

Accordingly, the Meydan Group is seeking to have the height that may be permitted on the site increased to seven storeys. Changes to the control would also ensure other built form improvements and community benefits.

Timely progression of the planning scheme amendment will provide for:

- The widening of the adjoining Little Nicholson Street to increase its capacity;
- Funding for a raised pedestrian crosswalk identified by LAPM 13 - Abbotsford;
- The opportunity for greenery on the roof and terraces to be incorporated into the design; and
- Break up of the building mass and increased use of masonry to ensure a contextually responsive design and pedestrian scale are achieved.

The existing planning permit that applies to the site provides for the it to be developed in stages. The Meydan Group intends to commence acting on Stage 1 of the permit while the proposed planning scheme amendment is assessed. Should the proposed planning scheme amendment be successful, a timeline and design have been configured to allow it to be built upon and the outcome transformed as part of Stage 2.



Approved Development



Indicative Development Proposal

2 Background

2.1 Subject Site

The site, 32 – 68 Mollison Street, Abbotsford, is located on the northern side of Mollison Street, between Little Nicholson Street and Victoria Crescent (Figure 1). It is a relatively large landholding of 4,360 square metres (Figure 2). It forms part of a distinct precinct which is generally located between Mollison Street to the south, Gipps Street to the north, the Yarra River to the east, and Nicholson Street to the west.

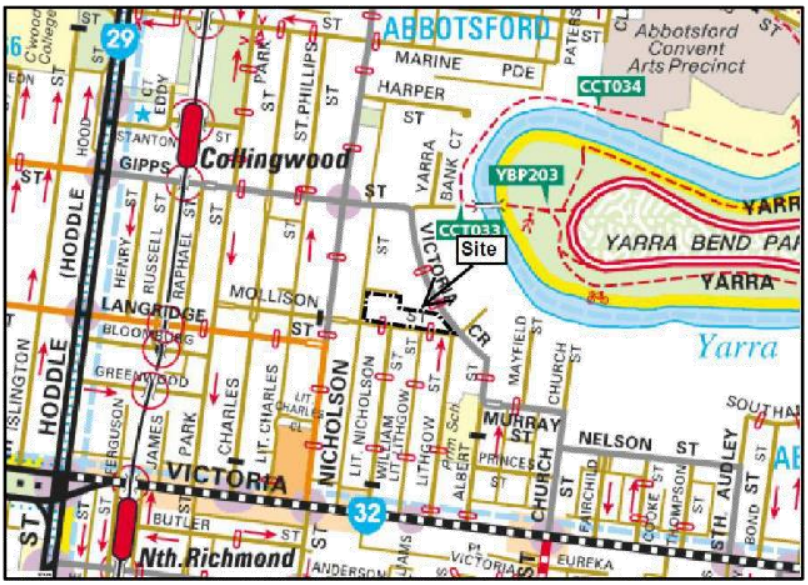


Figure 1: Location Plan

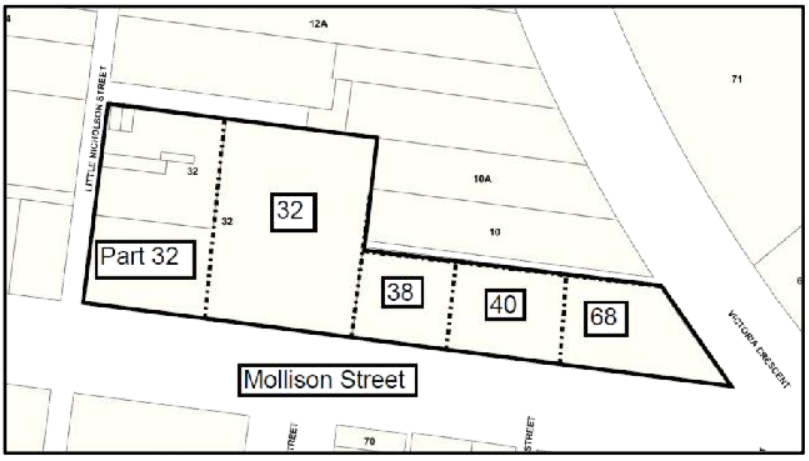


Figure 2: Site Plan

The site is currently developed with an at grade carpark at the eastern end adjoining Nicholson Street, and a three storey office building across the remainder (Figures 3 and 4).

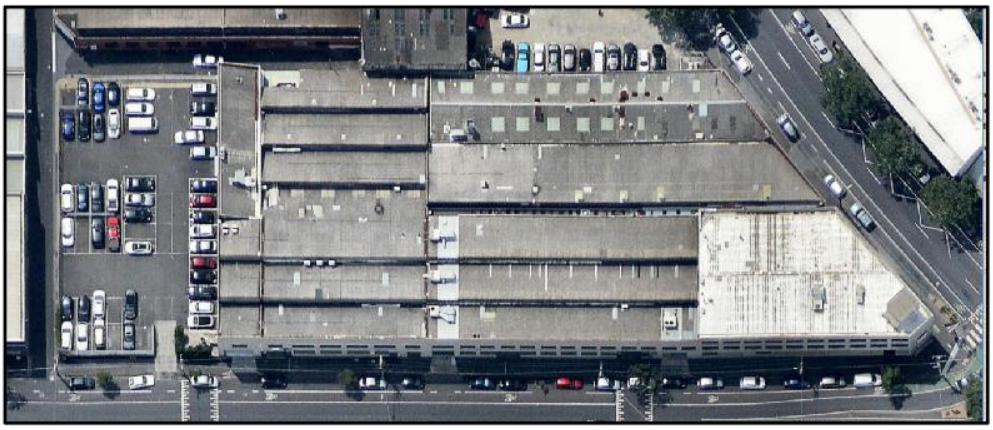


Figure 3: Aerial photograph



Figure 4: Mollison Street Frontage (40-68 Mollison Street).

It is currently the subject of a planning permit for a five storey office development with two levels of basement car parking. This is discussed in further detail below.

2.2 Current Planning Controls

The site is subject to the following zone and overlays:

- Commercial 2 Zone;

- Environmental Audit Overlay; and
- Incorporated Plan Overlay – Schedule 1.

2.2.1 Commercial 2 Zone

The primary purposes of the Commercial 2 Zone (C2Z) are:

To encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.

To ensure that uses do not affect the safety and amenity of adjacent, more sensitive uses.

This is reflected in the table of uses, which provides for land to be used for an office and restricted retail premises without a planning permit, and for industry, warehouse and food and drink premises as long as threshold conditions are met.

2.2.2 Environmental Audit Overlay

The primary purpose of the Environmental Audit Overlay (EAO) is:

To ensure that potentially contaminated land is suitable for a use which could be significantly adversely affected by any contamination.

The Overlay ensures that appropriate tests and remedial works are undertaken prior to use of the land for sensitive uses, or any associated works.

2.2.3 Incorporated Plan Overlay – Schedule 1

The Incorporated Plan Overlay (IPO) has the purposes:

To identify areas which require:

- *The form and condition of future development to be shown on an incorporated plan before a permit can be granted to use or develop the land.*
- *A planning scheme amendment before the incorporated plan can be changed.*

To exempt an application from notice and review if it is generally in accordance with an incorporated plan.

Schedule 1 to the IPO (IPO1) applies specifically to '32-68 Mollison Street and 61-69 William Street, Abbotsford'.

The purposes of IPO1 are:

To facilitate the use and development of land at 32-68 Mollison Street for office, commercial and compatible uses that will provide jobs and business activity for the local area.

To encourage the use and development of land at 61-69 William Street, Abbotsford for predominantly residential purposes.

Construction of a four storey office building at 61-69 William Street in accordance with IPO1 was completed in mid-2019.

Conditions and requirement for permits contained within IPO1 that relate to 32-68 Mollison Street are:

An application to construct a building at 32-68 Mollison Street must include:

- *A design response to the satisfaction of the responsible authority having regard to the proximity of the properties to the north in a different zone including the potential impacts from noise, light, odour and 24 hour traffic movements.*
- *An active ground floor frontage incorporated into the design of the car park building at 32 Mollison Street.*

Clause 4 of IPO1 lists the following requirements for the incorporated plan:

The incorporated plan must show:

- *Building heights for each area in storeys, and metres or RLs.*
- *Building features to be retained.*
- *Vehicle entry and exit points for the site.*
- *Proposed land uses for the subject sites.*
- *Land use information management.*

2.2.4 Incorporated Plan

The portion of the Incorporated Plan that relates to the site is duplicated below (Figure 5). The complete Incorporated Plan is included as part of Attachment 1.

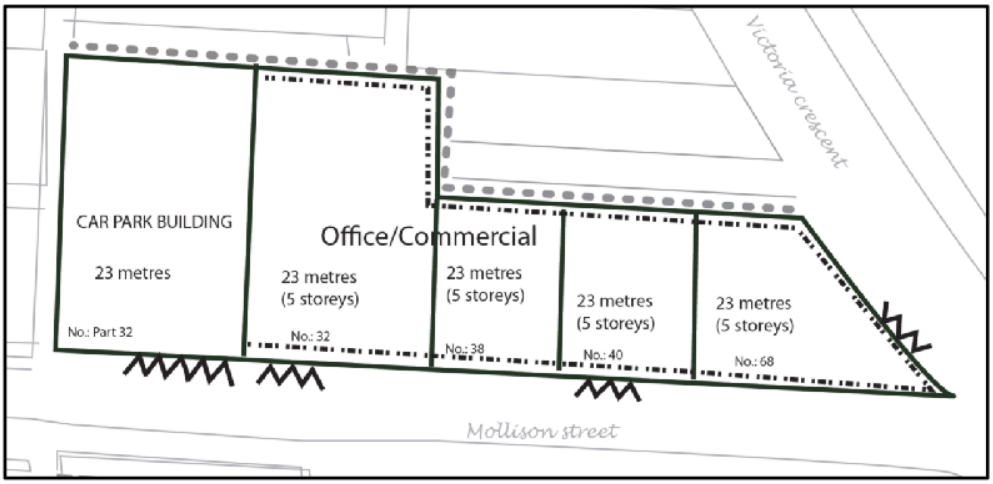


Figure 5: Incorporated Plan (Excerpt)

Key provisions of the plan as they relate to the site are:

- Maximum height of 23 metres (5 storeys);
- Manage the northern edge to provide for continued industrial purposes;
- Building levels above existing parapets to be setback 2 metres; and
- Preferred vehicle entry /exit is identified as being along Mollison Street and Victoria Crescent.

2.3 Amendment C170

The current controls are an outcome of Amendment C170 to the Yarra Planning Scheme, which was gazetted in 2013.

The planning scheme amendment was made at the request of the Meydan Group, and facilitated:

- Rezoning of 32-68 Mollison Street from Industrial 1 Zone to the Business 3 Zone;
- Rezoning of 61-69 William Street from Part Industrial 3 Zone and part Residential 1 Zone to the Mixed Use Zone;
- Adding Schedule 1 to the Incorporated Plan Overlay;
- Applying the IPO Schedule to the land on Mollison Street and William Street;
- Adding the Incorporated Plan to the Incorporated Document Schedule at Clause 81.01; and
- Applying the EAO over the land at Mollison Street and William Street.

The purpose of the amendment that applied to the William Street land was to provide for an apartment development with ground floor retail. That development has recently been completed.

The purpose of the amendment as far as the Mollison Street land was concerned was primarily to permit the use of the land for office - a use that was prohibited in the Industrial 1 Zone at the time that the amendment process commenced.

However, between the C170 Panel Hearing and its Gazettal, the Industrial 1 Zone throughout Victoria was amended to allow to be permitted. If the amendment had been abandoned at this point, the objective of being able to permit office would have been achieved without the imposition of the height control.

At the time Amendment C170 was requested, it was hoped that the changes to the controls would occur in a timely manner to accommodate the Meydan Group's growing business, and it was intended that the existing buildings would be retained and built upon. As it transpired, however, the Meydan Group's businesses needed to be moved out of Abbotsford and temporarily relocated to another future development site in the Northcote.

3 Site Context

3.1 Land Use and Development

The site is located in a mixed use area with a focus on employment and industry. This is demonstrated by the diversity in the zoning map (Figure 6).

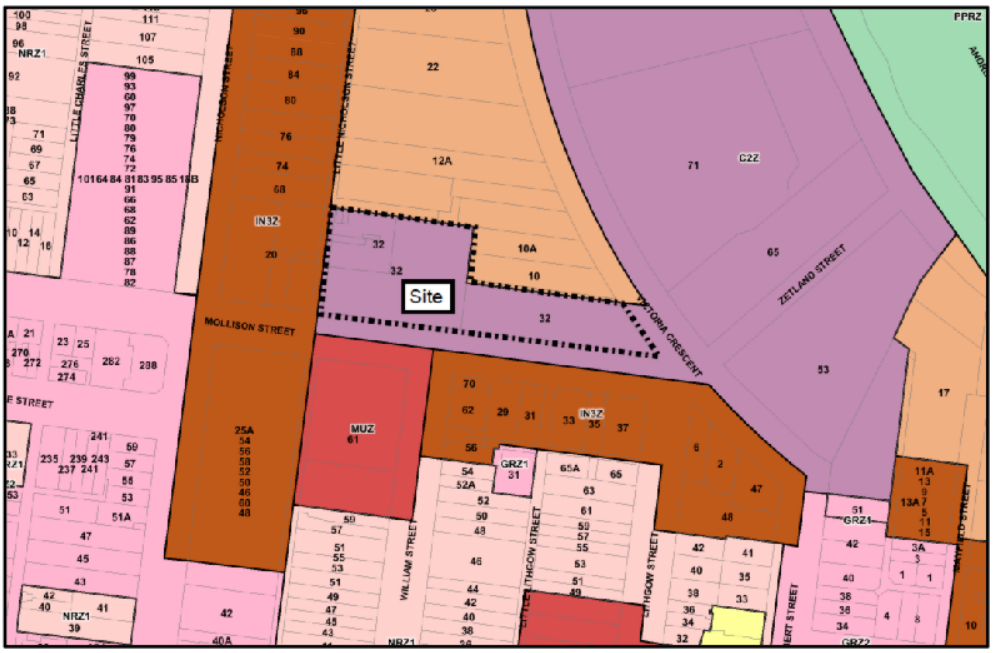


Figure 6: Zoning Context

While uses to the north of Mollison Street are predominantly commercial and industrial, to the south they are residential. This includes the Denton Hat Mills, at the corner of Mollison Street and Nicholson Street, and the Abbott development recently completed by the Meydan Group at 61 – 69 William Street. To the west of William Street on the southern side of Mollison Street, the remainder of uses are commercial, with the exception of 6 Victoria Crescent which is developed with a single dwelling although in the Industrial 3 Zone.

The site is less than 400 metres north of Victoria Street, Richmond, which forms the central spine of the Victoria Street Major Activity Centre, and less than 700 metres to both the North Richmond train station and Collingwood train station.

Council support for recent applications to redevelop former warehouse and light industrial style uses on the north of Mollison Street to office developments recognise the considerable scope for redevelopment in the area. Of particular relevance are 20-30 Mollison Street, and 12-20 Victoria Crescent.

3.2 Existing Approvals

3.2.1 Subject Site

32-68 Mollison Street is subject to planning permit PLN17/0679. Images of the approved development are included as Figures 7 and 8. The permit provides for the development of the site in accordance with the Incorporated Plan Overlay (IPO), and also includes 10 Victoria Street.

10 Victoria Street is located on the site's north-eastern boundary and is within the Industrial 1 Zone.

The permitted development can be summarised as:

- five storey office building with two levels of basement parking;
- two ground floor shops; located at each the western (corner of Mollison and Little Nicholson Street), and eastern (corner of Mollison and Victoria Crescent) ends of the site;
- two stages of development, divided generally into the eastern and western portions of the site;
- vehicular access from Little Nicholson Street (Stage 1) and Victoria Crescent (Stage 2);
- retention of the existing splay at the corner of Mollison Street and Victoria Crescent at the ground level;
- a street wall setback of 2 metres from level 3 for the majority of the length of the site (excludes western portion).

Notably:

- there is no setback from Little Nicholson Street;
- the approved development complies with the 23 metre height limit set by the IPO; and
- the IPO has been interpreted as precluding the opportunity for terraces on the Level 3 setback.

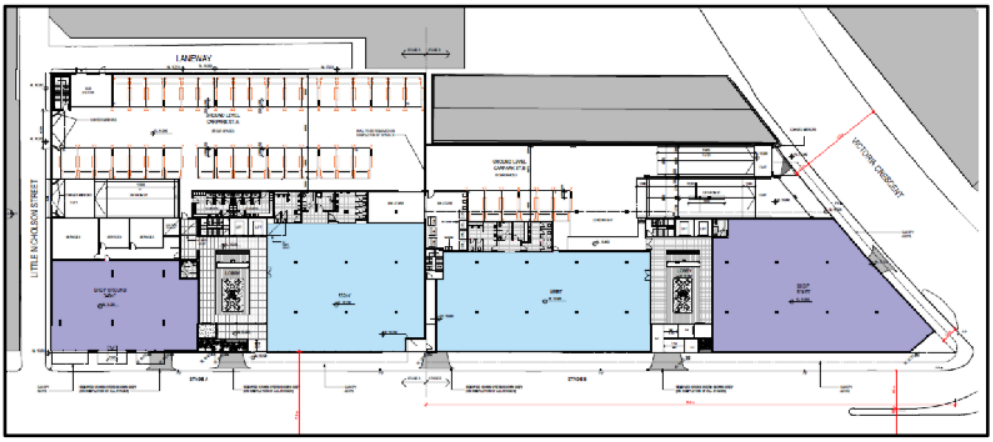


Figure 7: 32 – 68 Mollison St – Ground Floor Plan



Figure 8: 32 – 69 Mollison St – Perspective (Mollison St frontage - Approved)

3.2.2 20-30 Mollison Street

20-30 Mollison Street is located to the west of the site, on the opposite side of Little Nicholson Street. The property is just under 1,900 square metres, and is within the Industrial 3 Zone. It is currently developed with two, two storey office and warehouse buildings.

Planning permit 17/0535 permits the use and development of the property with an eight storey office development. The permit was issued following a Compulsory Conference (mediation) at VCAT. Images of the approved development are included as Figures 9 and 10.

The application was originally for a 12 storey, mixed commercial use development. An application for review was lodged with the VCAT on Council's failure to determine the application.

The officer report recommended Council resolve to advise VCAT that it would not have supported the application for reasons, in summary:

1. The lack of street wall does not respond to the site context not fit into the emerging built form context and streetscape.
2. The scale, height and lack of upper level setbacks and architectural quality and will visually dominate the surrounding streetscape and wider heritage area and is contrary to policy.

3. The proposal does not provide for equitable development opportunities for the sites to the north and east due to insufficient setbacks.
4. The proposal will result in excessive overshadowing of the public realm, and as such does not provide for a pedestrian friendly environment along its street frontages and the proposed northern laneway.

Council ultimately supported the amended plans, with changes including:

- A reduction in the overall height to 8 storeys;
- Introduction of a street wall above the third level to the Mollison Street and Nicholson Street frontages; and
- Setback from Little Nicholson Street, enabling it to be widened to 5.5 metres.

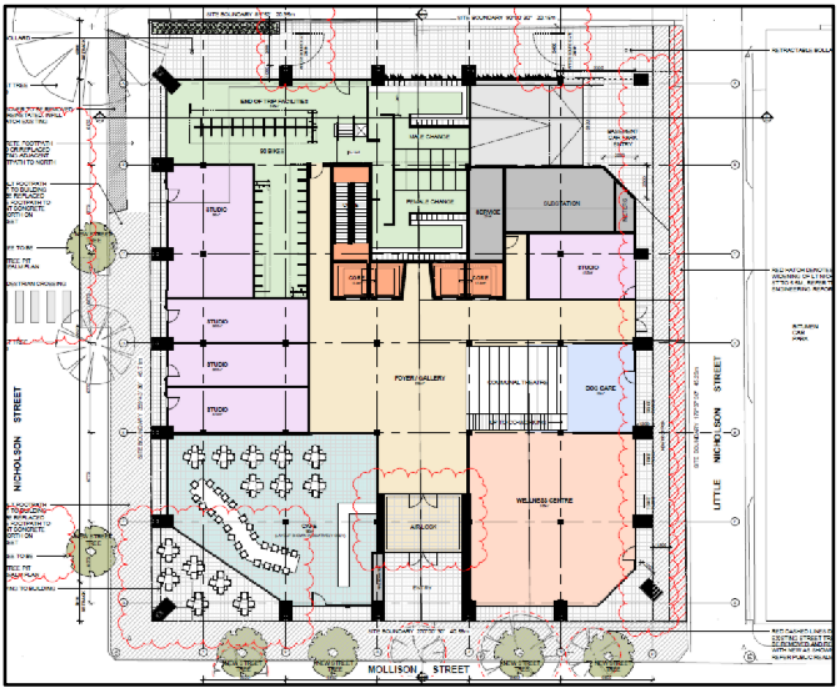


Figure 9: 20-30 Mollison St – Ground Floor Plan



Figure 10: 20-30 Mollison St - Perspective

3.2.3 12-20 Victoria Crescent

12-20 Victoria Crescent is located to the north of the site, on the opposite side of a laneway and two smaller properties. The property is just under 4,900 square metres, and is within the Industrial 1 Zone. It is currently developed with a vacant single level warehouse and car park, most recently occupied by the Spotless Laundry.

Planning permit application PLN18/0239 proposed to develop the site with two office buildings; with six storeys towards the site's Victoria Crescent frontage, and nine storeys towards the rear of the site (adjoining Little Nicholson Street).

The application was considered by Council's Internal Development Approvals Committee (IDAC) at its meeting on 12 December 2018. It resolved to support the application subject to conditions including:

- The deletion of one storey from the rear building to reduce it to 8 storeys;
- Reduction in the car parking ratio; and
- An additional setback from Little Nicholson Street to provide a minimum width of 6.5 metres.

Following the issue of Council's Notice of Decision, a planning permit was issued. The applicant has submitted plans to meet Council's conditions, images from which are included as Figures 11 and 12.

In parallel to submitting plans for approval, an application for review was lodged with VCAT seeking to have a number of conditions removed – including those relating to height and access from Victoria Crescent.

An outcome can be expected in approximately September

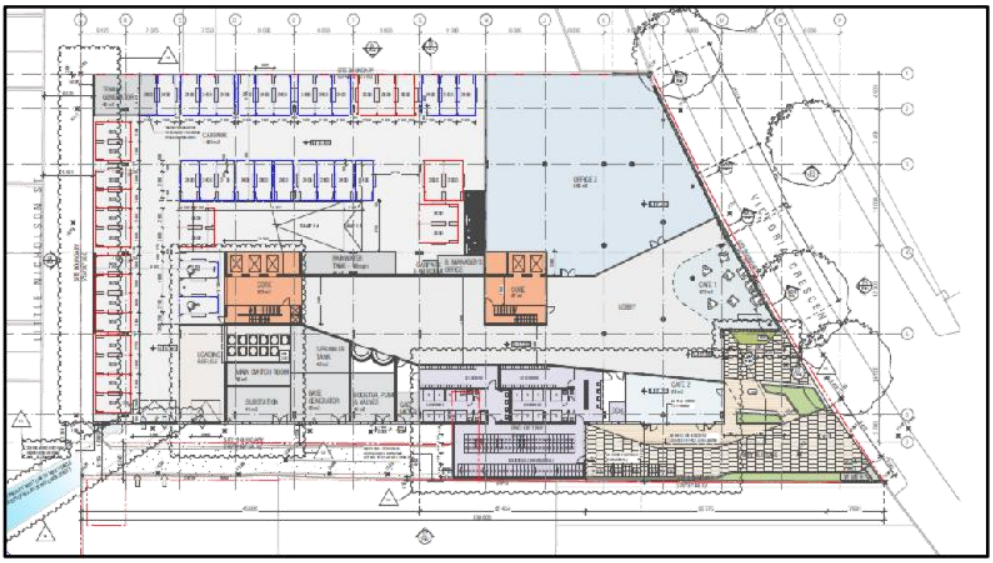


Figure 11: 12-20 Victoria Cres – Ground Floor Plan - Prior to VCAT



Figure 12: Perspective – Prior to VCAT

4 Proposal

4.1 Objectives

The purpose of the proposed planning scheme amendment is to ensure that the site is not underutilised. Through support for recent approvals, it is evident that Council recognises the potential of the precinct in which the site is located to provide to accommodate a greater intensity of use and built form to contribute to the objective of local employment opportunities.

The proposed planning scheme amendment will enable a planning permit application to be considered that provides a built form outcome more equivalent to that being permitted on the surrounding sites.

While 20-30 Mollison Street and 12-20 Victoria Crescent have achieved support for 8 storey office developments, it is sought to increase the development potential of the site from five storeys to seven storeys, although of an approximately equivalent overall height.

4.2 Planning Controls

In order to achieve this outcome, and provide an overall improvement to the built form outcome, it is proposed to amend the Incorporate Plan Overlay as it relates to 32-68 Mollison Street. In particular, changes are required to the Incorporated Plan (Incorporated Document: July 2013).

The proposed changes and additions are:

- Change the reference to height to 32 metres (or RL 48.2);
- Add a requirement that the southern side of Mollison Street is not to be overshadowed at the equinox.
- Add to the note regarding building heights that it does not include a parapet, terraces, landscaped areas, lift over runs or other equipment and facilities associated with a roof terrace or communal outdoor spaces.
- Add a requirement to widen Little Nicholson Street at ground level;
- Add a requirement to retain the corner splay at the corner of Nicholson Street and Mollison Street at ground level;
- Reduce preferred vehicle entry / exit points from Mollison Street;
- Identify preferred vehicle entry / exit point on Little Nicholson Street;
- Identify areas for active street frontage at 32 and 68 Mollison Street.

The proposed deletions are:

- Remove annotation to *"Manage edge to provide for continued industrial purposes"* to north;
- Remove identification of 'car park building'.
- Remove annotation for *"Building levels above existing parapet to be setback 2 metres"* from northern edge and southern edge of 32 Mollison St.

These changes are reflected in the excerpt of the proposed Incorporated Plan depicted below (Figure 13). The plan in included in full as part of Attachment 2.

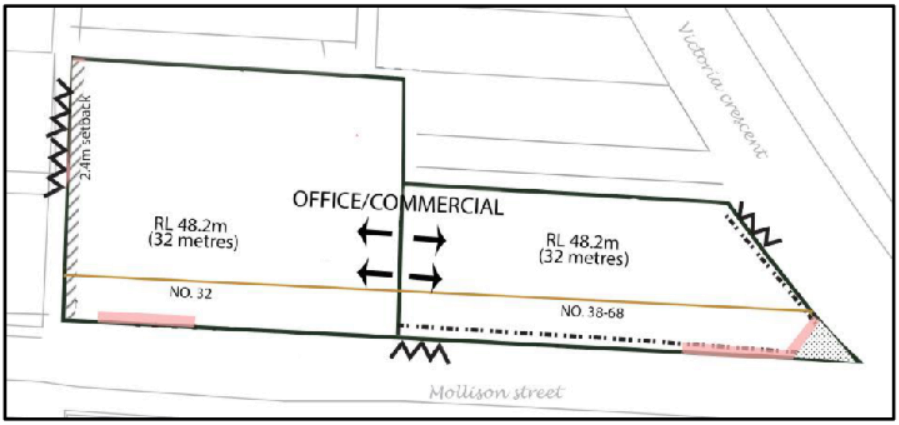


Figure 13: Proposed Incorporated Plan - Excerpt

Currently, there are limited references within Incorporated Plan Overlay Schedule to the development of 32 – 68 Mollison Street.

It is proposed to amend the IPO Schedule generally as follows:

- Create subsections within 'Clause 2 – Conditions and requirements for permits' to address '2.1 – Built form' and '2.2 – Section 173 agreement for development contributions'.
- Within the Built Form section, under 'An application to construct a building on 32-68 Mollison Street must include', make changes to:
  - Remove reference to an active ground floor frontage in the 'car park' building, and note instead that an active ground floor must be incorporated into a portion of the site's Mollison Street frontage;
  - Require a street wall that responds to the site's context, including the use of masonry;
  - Require separation of the built form or design treatments to ensure it does not appear as one building mass; and
  - Require shadow diagrams demonstrating that the footpath on the southern side of Mollison Street is not overshadowed by the proposed development at the equinox.
- Under the new section 2.2 'Section 173 Agreement for Development Contributions', state that:
  - the owner must enter into an agreement with the Responsible Authority to fund the raised pedestrian crosswalk; and
  - the agreement will exclude the site from paying development contributions for the extent of development permitted prior to the amendment.

- Under Section 4 'Requirements for incorporated plan':
  - remove reference to identifying the building height in storeys (the reference to showing the height in metres or RLs will be maintained);
  - add reference to showing setback from Little Nicholson Street and retention of corner splay.

These changes are reflected in the Proposed Planning Controls (Attachment 2).

There are no changes proposed to the other controls which apply to the site, which consist of:

- Commercial 2 Zone; and
- Environmental Audit Overlay.

4.3 Community Benefit

It is recognised that progressing a planning scheme amendment requires an investment of Council resources, particularly in terms of the time of staff and Councillors. Accordingly, there needs to be some community benefit to progressing the amendment to make the investment worthwhile.

As discussed below, there is a higher order benefit arising from increasing the capacity of the site to accommodate additional office floor area and therefore employment generating uses.

To ensure there is a more immediate benefit to the existing and future local community, however, the proposals includes the following community benefits:

1. **Laneway Setback**
   The existing IPO and planning permit do not require the development of the site to widen Little Nicholson Street to provide a setback. This may be, in part, because at the time of Amendment C170 it was envisaged that access to the site would continue to be from Mollison Street. Further, the changes to the Industrial Zones that have allowed the intensification of use in the area were not in place.

   Recently, Council has actively sought to pursue the removal of vehicle crossovers from the main streets and direct vehicle access to the laneways, including Little Nicholson Street. Consequently, as part of the recent support for proposals at 20-30 Mollison Street and 12-20 Victoria Street, Council has required setbacks from Little Nicholson Street to enable it to be widened to accommodate two-way traffic movements.

   A significant benefit of the planning scheme amendment for the wider precinct will therefore be the ability to apply the requirement to widen Little Nicholson Street to the development of the site.

2. **Contribution to Pedestrian Crosswalk**
   Council's adopted Local Area Place Making (LAPM) Plan for Abbotsford seeks a raised pedestrian crossing at the eastern end of Mollison Street. In order to assist

in the timely place making of the area, the Meydan Group will commit to the partial or full funding of the construction of the raised pedestrian crossing upon gazettal of the proposed amendment, assuming the objective is achieved.

While the requirement for a Section 173 agreement to secure the contribution will be included in the Incorporated Plan Overlay Schedule, the Meydan Group intends to make the contribution upon gazettal of the amendment.

3. **Separation of built form at upper levels and materiality**
During assessment of the most recent planning permit application, the internal urban design referral noted that it would be preferable that the building does not present as one large mass, and also for an increase in the use on masonry to better reflect the character of the local area.

While a setback at the third level was introduced, given the drafting of the IPO and previously issued permits, other changes sought in terms of providing a break between buildings were not pursued.

While the street wall is proposed to be retained, progressing the planning scheme amendment introduces the opportunity to require building separation above the street wall to improve the presentation of the building mass.

4. **Opportunities to include greenery and roof top gardens**
Current interpretation of the IPO means that communal terraces and associated landscaping cannot be included in the setbacks required from the street wall or on the roof top.

Clarifying this matter and providing for the inclusion of landscaping and communal terraces is considered to be a community benefit, as it will:
- Improve the appearance of the building by softening the built form; and
- Improve the environmental performance of the building by enabling it to make a contribution to urban ecology.

4.4 Other Development Contributions

There a number of upfront costs to the Meydan Group (owner and applicant) in pursuing this planning scheme amendment. In addition to the contribution proposed above and planning scheme amendment fees, an application for a new planning permit (should the amendment be successful) will attract fees in excess of $130,000.

Amendment C238 to the Yarra Planning Scheme seeks to introduce a Development Contributions Plan Overlay which would apply the site. The amendment was heard by a Panel in early 2019, adopted by Council in April, and is currently awaiting assessment by the Department and gazettal by the Minister.

Development in accordance with the existing permit is not subject to development contributions. However, should this proposed amendment proceed and a new planning permit application made for the site providing the benefits listed above, the entire development would be subject to development contributions under the DCPO.

Accordingly, we seek an exemption from the development contributions equal to the extent of the current approval.

Amendment C238 proposes development contributions calculated by Gross Floor Area (GFA). The existing approval provides for a GFA of 32,059 square metres. As part of agreeing to the above contributions, we request that the existing GFA be exempt from development contributions under the DCPO should Amendment C238 be gazetted. This can be addressed through the same Section 173 agreement as the development contribution for the raised pedestrian crosswalk.

5 Policy Context

5.1 Introduction

The most substantial changes to the planning policy context since Amendment C170 was considered in 2013 have occurred at a State level, while the local planning policy framework that applies to the site remains substantially the same.

Significant changes that have been implemented by State government include zone reform and changes to the metropolitan planning strategy with the release of Plan Melbourne 2017.

At a local level, Council has reviewed the Yarra Business Industrial Land Strategy (2012) with the Spatial Economic and Employment Strategy, which was adopted in September 2018. Another relevant local adopted policy is the Abbotsford Local Area Place Making (LAPM) Plan.

Council has also adopted Amendment C238 to the Yarra Planning Scheme, which seeks to introduce the Yarra Development Contributions Plan, and submitted it to the Minister for approval.

Amendment C170 to the Yarra Planning Scheme, which provided for the office use of the site and put in place the current IPO, was found to enjoy strong strategic support.

The Panel report states:

> *The Panel concludes that the Amendment is strongly supported in State and local policy and reflects a common move in inner urban areas of Melbourne from an industrial past to a mixed use commercial and residential future. Other completed and proposed developments in this area of Yarra attest to the broad and contemporary change.*[1]

Notably, the Panel Report focuses on the use and built form framework for 61-69 William Street, which was rezoned to Mixed Use Zone for residential purposes as part of the same amendment. It is evident that the rezoning of the site was relatively uncontentious, and the height of the proposed built form controls (at five storeys) were untested.

This assessment is supported by the subsequent changes that provided for office uses in the Industrial Zones, and built form decisions that have permitted eight storeys on surrounding sites.

5.2 Reformed Zones

As far as the site and its context are concerned, the most significant change in planning policy was implemented by VC100 in July 2013. VC100 reformed the residential, commercial and industrial zones across Victoria. Changes included

[1] Panel Report Amendment C170 (4 June 2013)

removing the default office floor cap from the Industrial 1, 2 and 3 zones, and introduced the Commercial 2 Zone which, inter alia, replaced the Business 3 Zone.

These changes were implemented into the Victoria Planning Provisions between the Amendment C170 Panel Report being published and the Amendment being gazetted. They made the basis for C170 as it applied to the site redundant.

5.2.1 Changes to the Industrial Zones

Prior to Amendment VC100, a permit could not be granted for more than 500 square metres of office floor area on a site within an industrial zone. Changes to the zones mean that there is no limit to the amount of office floor area for which a planning permit application can be made in the Industrial zone.

This is considered significant for the site as, had it occurred ahead of C170, the change of zone and introduction of the IPO and associated height control to the site would not have been necessary.

Further, it signifies a significant policy change by recognising a trend in employment generating uses across Victoria shifting from manufacturing or 'Industrial' uses to being office based, and that this use can be appropriate in areas identified for industry.

It is the changes introduced by VC100 that have enabled planning permit applications to be made and considered for office developments on properties adjoining the site. Notably, there are no height controls on those properties.

5.2.2 Introduction of the Commercial 2 Zone

Another change implemented by VC100 was to replace the Business 1, 2, 3, 4 and 5 zones with the Commercial 1 and 2 zones. The effect of this was that, rather than being rezoned from Industrial 1 to the Business 3 Zone, as initially proposed, the site was rezoned to Commercial 2 Zone.

The Business 3 Zone had the purpose:

> *To encourage the integrated development of offices and manufacturing industries and associated commercial and industrial uses.*

The Commercial 2 Zone has the purpose:

> *To encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.*
>
> *To ensure that uses do not affect the safety and amenity of adjacent, more sensitive uses.*

Office was a Section 1 Use in the Business 3 Zone, as it is in the Commercial 2 Zone.

5.2.3 Amendment VC148

Another State government initiative since the gazettal of Amendment C170 has been Amendment VC148, which changed all planning schemes in Victoria to introduce a new policy structure, and amended a number of other provisions.

The new policy structure replaced the State Planning Policy Framework with a Planning Policy Framework that nests State, regional and local policies on a thematic basis. As local policies are integrated into the Planning Policy Framework, the Local Planning Policy Framework section as it currently stands will be removed. This is yet to occur in the City of Yarra.

Amendments to the other provisions included recognition of the Principal Public Transport Network Area; by adding it as an Incorporated Document and providing for a reduced rate of car parking for site's that are within it.

5.3 Plan Melbourne

Plan Melbourne 2017 – 2050 is the current Metropolitan Planning Strategy. Many of its key directions and policies are reflected in the Planning Policy Framework. Those of particular relevance include:

- Outcome 1: Melbourne is a productive city that attracts investments, supports innovations and creates jobs.
- Direction 1.2: Improve access to jobs across Melbourne and closer to where people live.
- Direction 1.3: Create development opportunities in urban renewal precincts across Melbourne.
- Direction 4.3: Achieve and promote design excellence.
- Take advantage of underutilised land close to jobs, services and public transport infrastructure, to provide new housing, jobs and services (p15).

Of note, Victoria Street, Richmond, is identified as a Major Activity Centre by the strategy.

5.4 Planning Policy Framework

5.4.1 State and Regional Planning Policy

State and regional policies of particular relevance to the proposed planning scheme amendment are addressed in the following provisions of the Yarra Planning Scheme:

- Clause 11 – Settlement
- Clause 15 – Built Environment and Heritage
- Clause 17 – Economic Development
- Clause 18 – Transport

Key provisions are summarised below.

Clause 11 – Settlement

11.01-1S – Supply of Urban Land
11.03-1S – Activity Centres
11.03-1R – Activity Centres – Metropolitan Melbourne

Provisions of Clause 11 promote achieving a consolidated urban form, with a focus on a network of accessible activity centres.

In order to limit urban sprawl, opportunities for urban renewal and infill development are to be capitalised. The form and density of urban development should support sustainable transport options, with (inter alia) retail an office-based employment concentrated in central locations.

A diverse range of uses should be concentrated in and around highly accessible activity centres, that assist in reducing private motorised trips and provide for economic activity and business synergies.

The development and growth of Metropolitan Activity Centres is to be supported by ensuring they are able to accommodate growth for a broad range of land uses.

Clause 15 – Built Environment and Heritage
15.01-1S – Urban Design
15.01-1R – Metropolitan Melbourne
15.01-2S – Building Design
15.01-4R – Healthy Neighbourhoods – Metropolitan Melbourne
15.02 - Sustainable Development
15.02 - 1S Energy and Resource Efficiency
15.02 - 5S Neighbourhood Character

Provisions in regard to built form and heritage emphasise the need for development to respond to its context in terms of character and impacts on the amenity of surrounding uses and the public realm. In order to create healthy neighbourhoods, it is also a strategy to create 20 minute neighbourhoods; supporting the consolidation and accessibility provisions of the settlement provisions in Clause 11.

Benefits of urban consolidation are also recognised in regard to energy and resource efficiency, along with:

- The benefits of greening urban areas and buildings in order to reduce the urban heat island effect; and
- Improving the performance of buildings through environmentally sustainable development.

Clause 17 – Economic Development
17.01-1S – Diversified Economy
17.02-01S – Business

In order to support economic development, Clause 17 seeks to strengthen and diversify the economy. Strategies include strengthening employment areas and improving access to jobs close to where people live. Commercial facilities should be

aggregated and provide net community benefit in relation to their accessibility and efficient use of infrastructure, and located within activity centres.

Clause 18 – Transport
18.01-2S – Transport System
18.02-1S - Sustainable Personal Transport
18.02-1R - Sustainable Personal Transport – Metropolitan Melbourne
18.02-2S - Public Transport
18.02-2R - Principal Public Transport Network
18.02-3S - Road System
18.02-4S - Car Parking

In regard to transport, the Planning Policy Framework seeks to coordinate development of all transport modes, and give them consideration in providing for access to new developments. For Metropolitan Melbourne, there is a particular emphasis on improving local walking and cycling networks to support 20 minute neighbourhoods. Other relevant strategies include:

- Maximising use of existing infrastructure and increase the diversity and density of development along the Principal Public Transport Network, including an emphasis on activity centres.
- Promote increased development close to high quality public transport routes, connected by walking and cycling networks and supported by end of trip facilities.

The objective in regard to car parking is to ensure an adequate supply, appropriately designed and located. In doing so, consideration is to be given to other potential modes of transport.

5.4.2 Local Planning Policy Framework

The Local Planning Policy Framework that relates to the site is unchanged since the consideration of Amendment C170. The policies considered relevant by the C170 Panel were:

- 21.03 Vision
- 21.04 Land Use
- 21.05-2 Urban Design
- 21.08 Neighbourhoods
  - 21.08-1 Abbotsford

21.03 Vision

The vision for the City of Yarra includes the following statements:

Land Use

- *Yarra will have increased opportunities for employment*
- *The complex land use mix characteristics of the inner City will provide for a range of activities to meet the needs of the community.*

Built Form

- *Yarra will have a distinctive identity as a low-rise urban form, with areas of higher development and highly valued landmarks.*
- *All new developments will demonstrate design excellence.*

Transport

- *Local streets will be dominated by walkers and cyclists.*
- *Most peoples will walk, cycle and use public transport for the journeys to work.*

The Strategic Framework Plan that follows these provisions identifies the site as being within a 'Core industrial area' and adjacent to a 'Commercial and Industrial Area' (Figure 14).

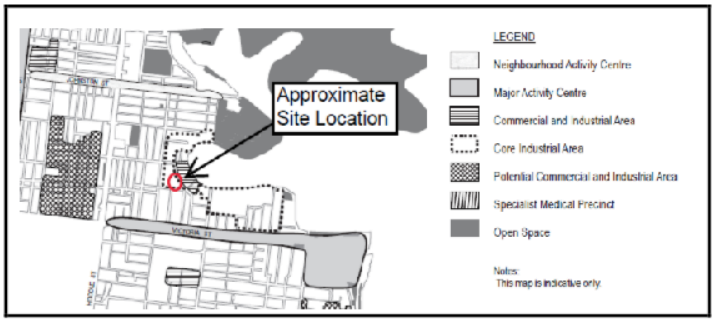


Figure 14: Extract from Clause 21.03 Figure 1

21.04 Land Use

Clause 21.04 sets out objectives and strategies for land uses within the City of Yarra. In regard to industry, office and commercial, Clause 21.04-3 recognises that the decline in manufacturing activity has created an opportunity for service businesses.

It has the objective:

To increase the number and diversity of local employment opportunities.

Strategies include:

- *Support rezonings, as identified on the relevant Neighbourhood plan, to permit increased commercial and office uses in existing industrial zones.*
- *Support opportunities for new uses on isolated industrial sites provided they reflect the predominant surrounding uses.*

(Notably, this policy has not been updated since 2009; at a time when 'Industrial' zoned land could not be used extensively for office).

21.05 Built Form

Clause 21.05 has provisions addressing:

- Heritage;
- Urban design;

- Built form character; and
- Public environment.

Heritage

While the site is not subject to heritage controls, there are properties within the Heritage Overlay in proximity to the site. The site's heritage context is depicted below (Figure 15).

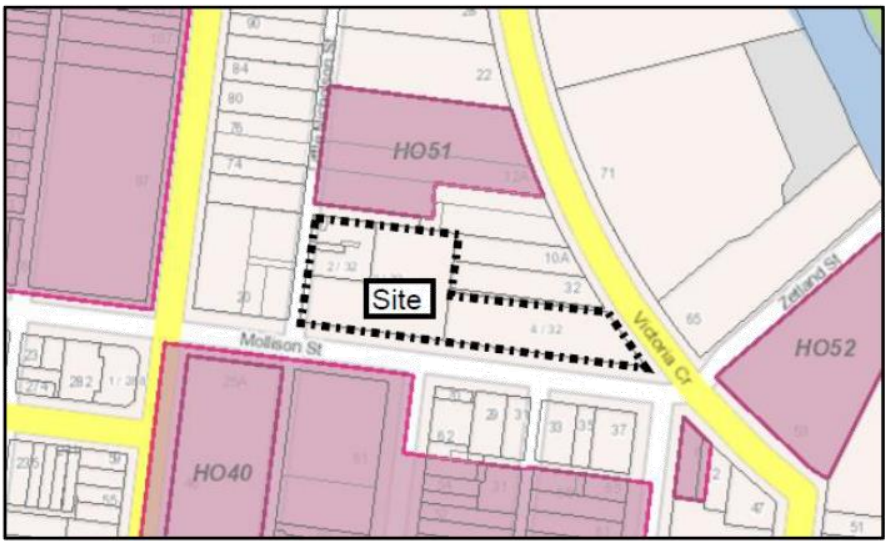


Figure 15: Heritage Context of the Site

It is therefore relevant to note that the heritage policy includes the strategy to:

> *Protect buildings, streetscapes and precincts of heritage significance form visual intrusion of built form both within places and from adjoining areas.*

Urban design

In regard to urban design, it is policy to maintain the characteristic of a low-rise urban form punctuated by pockets of higher development. This is particularly intended to distinguish the City of Yarra from the adjoining City of Melbourne. Objectives and strategies of particular relevance are considered to be the following.

Objective 16 ***To reinforce the existing urban framework of Yarra.***

Strategies: *Reinforce the Yarra River Corridor as the key ecological and open space element of the urban framework.*

Maintain and strengthen the preferred character of each Built Form Character Type within Yarra.

Objective 17 ***To retain Yarra's identity as a low-rise urban form with pockets of higher development.***

Strategies: *Ensure that development outside activity centres and not on Strategic Redevelopment Sites reflects the prevailing low-rise urban form.*

Development on strategic redevelopment sites or within activity centres should generally be no more than 5-6 storeys unless it can be demonstrated that the proposal can achieve specific benefits such as:

- *Significant upper level setbacks*
- *Architectural design excellence*
- *Best practice environmental sustainability objectives in design and construction*
- *High quality restoration and adaptive re-use of heritage buildings*
- *Positive contribution to the enhancement of the public domain*
- *Provision of affordable housing*

Objective 19 ***To create and inner city environments with landscaped beauty***

Require well resolved landscape plans for all new development.

Encourage opportunities for planting suitable trees and landscape areas in new development.

Objective 20 ***To ensure that new development contributes positively to Yarra's urban fabric***

Ensure development is designed to have particular regard to its urban context…

Require development of Strategic Redevelopment Sites to take into account the opportunities for development on adjoining land.

The built form character that new development is required to respond to is set out in Clause 21.05-3. In regard to non-residential areas, the expectation is to improve the interface with the street. It is also strategy to allow flexibility in built form in areas with a coarse urban grain.

Public Environment

Clause 21.05-4 seeks to ensure that new development adds positively to Yarra's overall character and helps create a safe and engaging public environment where pedestrian activity and interaction are encouraged, including seeking opportunities to create outdoor spaces for people to meet and gather.

Strategies to provide a public environment that encourage community interaction and activity include:

- Ensuring that buildings have a human scale at street level.
- Require buildings and public spaces to provide a safe and attractive public environment.
- Require new development to consider the opportunity to create public spaces as part of new development.
- Encourage public art in new development.

- Require site rezonings for new development to consider the inclusion of public domain improvements commensurate with the new use.

21.08 Neighbourhoods

Clause 21.08 provides location specific guidance on achieving the objectives and strategies of the Municipal Strategic Statement. Abbotsford is addressed in Clause 21.08-1 addresses Abbotsford.

It recognises Abbotsford as a highly varied neighbourhood. It specifically notes that the introduction of offices would aid the development of underutilised land "to the west of Victoria Crescent south of Gipps Street", which is where the site is located (Figure 16).



Figure 16: Site Location (Gipps St / Victoria Cres context)

The following excerpts from figures in the Clause show the site in context.

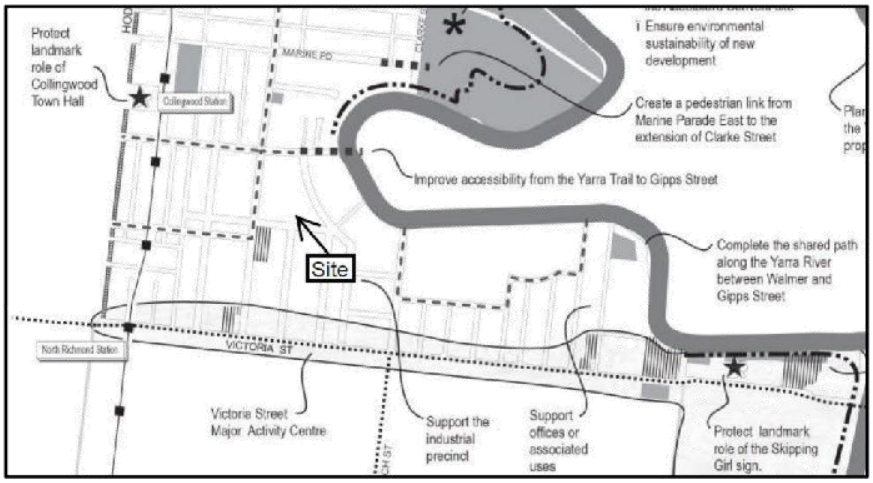


Figure 17: Excerpt of Neighbourhood Map

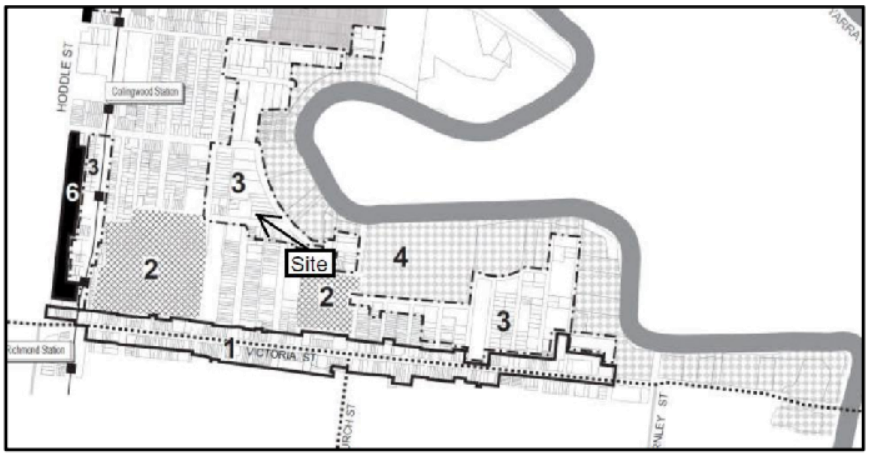


Figure 18: Built Form Character Map

Specific strategies include:

- *Supporting rezonings of Industrial 1 and 3 land to permit a mix of offices and industry west of Victoria Crescent south of Gipps Street.*

While changes to the Industrial zone have negated the need to undertake rezonings to achieve the mix of uses in the area, the policy reinforces the intensification of office uses in the area.

5.5 Local Planning Policies

Local planning policies assist in the implementation of the objectives and strategies of the MSS. While they are to be taken into account in preparing planning scheme amendments, they are also applied when making decisions about permit applications, and will be considered at that point. Nonetheless a commentary is provided in response to each policy to give confidence that the planning scheme amendment will provide for an outcome that can address the policies.

The relevant local planning policies are:

- 22.03 - Landmarks and Tall Structures
- 22.05 - Interface Uses Policy
- 22.07 - Development Abutting Laneways
- 22.10 - Built Form and Design Policy
- 22.16 - Stormwater Management (Water Sensitive Urban Design) (March 2014)
- 22.17 - Environmentally Sustainable Development

5.5.1 Clause 22.03 – Landmarks and Tall Structures

The landmarks and tall buildings policy seeks to ensure identifies landmarks are maintained as the built form reference, and that views to them are maintained.

The site is not within proximity of any of the identified landmark buildings or signs.

5.5.2 Clause 22.05 – Interface Uses Policy

The interface uses policy applies to applications for use or development in certain circumstances, including in the Business Zones (now the Commercial Zones).

Of relevance to the proposal, its objectives include to ensure that residential uses located within or near commercial centres and activity centres enjoy a reasonable level of amenity. Particular consideration is given to overlooking, noise and light spill.

While these elements will be assessed in detail as part of a planning permit application, it is relevant to note that opportunities for these types of amenity impacts do not increase as a result of the proposed planning scheme amendment.

5.5.3 Clause 22.07 – Development Abutting Laneways

The development abutting laneways policy applies to development that is accessed from a laneway or has a laneway abuttal.

While maintaining or creating the character and creating a sense of safety in laneways, it is policy that laneway access be used in preference to street access for vehicles, while pedestrian access is provided for on the street frontage.

Changes proposed to the Incorporated Plan by the planning scheme amendment redistribute the location of the preferred vehicle access points, such that an access is identified from Little Nicholson Street, and the three potential locations on Mollison Street are reduced to one. Further, the amendment provides for the widening of Little Nicholson Street, which will enable the redevelopment of sites further north on Little Nicholson Street to also rely on it for access, rather than using Mollison Street or an alternate street frontage.

The site also abuts an unnamed laneway to the north, the interface with which could be reconsidered as part of a fresh application.

5.5.4 22.10 - Built Form and Design

The built form and design policy applies to all new development that is not within a Heritage Overlay and, as such, will be applied to the site during the assessment of a planning permit application. It provides a comprehensive framework for the assessment of ten design elements:

- Urban form and character.
- Setbacks and building heights.
- Street and public space quality.
- Environmental sustainability.
- Site coverage.
- On-site amenity and facilities.
- Off-site amenity.
- Landscaping and fencing.

- Parking, traffic and access.
- Services infrastructure.

The proposed planning scheme amendment maintains and improves the ability of the site to respond to the objectives and guidelines as follows:

- It will improve accessibility and the urban fabric by widening Little Nicholson Street; enabling it to comfortably accommodate two direction vehicle movement and access ways as sites along it are redeveloped for more intensive uses.
- The additional height proposed is equivalent to what has been permitted on adjoining sites, is adequately setback to avoid visual impact, and will provide the opportunity for terraces and a roof top garden that are not currently permitted.
- The street and public space quality will be improved by changes to the built form including allowing the built form to be softened through upper level landscaping, breaking up the building mass to achieve a pedestrian scale, and increasing the requirement for an active street frontage.
- The development will retain the environmental sustainability features required to address Council's ESD policy at Clause 22.17.
- The proposed Incorporated Plan will require a reduced site coverage to provide for the widening of Little Nicholson Street and the retention of the corner splay.
- On-site amenity will be improved by the ability to incorporate landscaped terraces and a roof top garden.
- Off-site amenity will not be impacted, particularly as the proposed controls will ensure that sunlight is maintained to the footpath on the southern side of Mollison Street at the equinox.
- The amendment will provide the opportunity for on-site landscaping.
- Vehicle accessibility will be improved for the precinct by the widening of Little Nicholson Street.
- Detailed consideration of the development approved under the current permit illustrates that service infrastructure can be appropriately addressed.

5.5.5 Clause 22.16 - Stormwater Management (WSUD)

Clause 22.16 was introduced in 2014, after Amendment C170 applied the current controls to the site. However, it has been considered as part of the assessment of planning permit applications for the site.

The policy seeks stormwater treatment measures that improve quality and reduce the flow of water discharged into waterways.

The proposal will no increase the hard surface area on the site, as it is already 100%, typical of former industrial areas. The amendment will, however, provide the opportunity for the development to include a green roof which could be irrigated by rainwater.

The current approved development achieves a 100% score for the management of stormwater, and the same can be expected from a revised proposal that responds to the amendment.

5.5.6 Clause 22.17 - Environmental Sustainable Development

Clause 22.15 was introduced in (2015), after the Amendment C170 introduced the current controls to the site. However, it was considered as part of the assessment of the current planning permit application for the site.

The Clause seeks to ensure environmental sustainability is considered at planning permit application stage, with particular consideration given to energy performance, water resources, indoor environment quality, stormwater management, transport, waste management and urban ecology. For a development of the type permitted on the site, a Sustainability Management Plan and Green Travel Plan are required to be submitted as part of the planning permit application.

The Sustainability Management Plan endorsed as part of the existing approval for the site benchmarks the development against BESS (the Built Environment Sustainability Scorecard), and achieves a score of 58% (where 50% is considered to be best practice). A similar standard can expect to be achieved for a development proposed under the proposed amendment.

5.6 Other Policy Documents

5.6.1 Introduction

In addition to policies contained within the planning scheme, Council has a number of adopted documents that are relevant to the proposal. Again, some of this context is unchanged since the Amendment C170 was implemented, with notable additions being the:

- 2018 Spatial Economic and Employment Strategy; and
- 2018 Abbotsford Local Area Place Making Plan.

For completeness, an overview of these and earlier documents is provided below.

5.6.2 Yarra Business and Industrial Land Strategy 2012

The Yarra Business and Industrial Land Strategy (BILS) was adopted by Council in June 2012. The BILS set out to provide a 10-15 year direction in relation to land use planning for Yarra's business and industrial areas, with a focus on Business 2, 3, 4, 5 and Industrial 1 and 3 Zones. Notably, this was prior to the introduction of zone reforms which lifted the restrictions on office use in the Industrial 1 Zone, and converted the Business Zones into the Commercial 1 and Commercial 2 Zone.

BILS recognised three distinct precincts within Abbotsford. The site is included within a 'Core Industrial of Business Node' CIB5 (Figure 19).

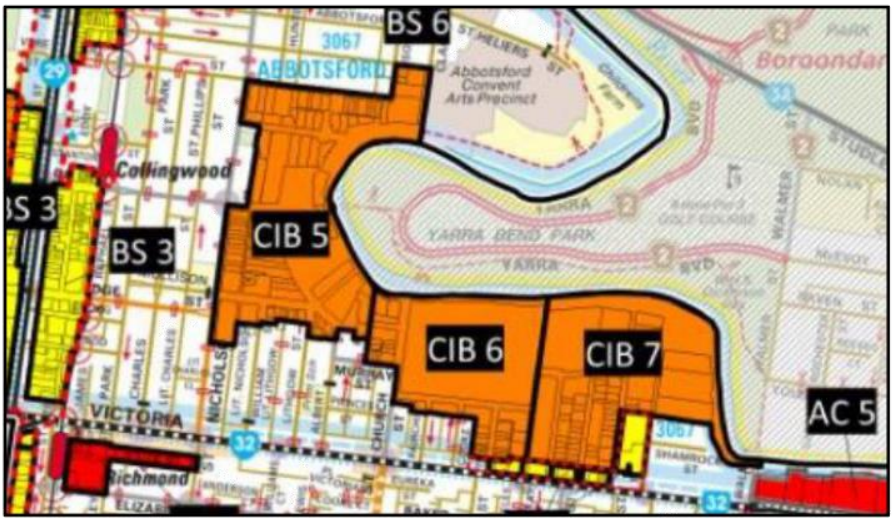


Figure 19: Core Industrial Nodes - Abbotsford

At the time of the Strategy, the site and adjoining properties were within industrial zones, with limited opportunity for office use. It notes that *"The current Industrial 1 and Industrial 3 Zones do not reflect the changing nature of the Yarra economy and it is deemed that the economic base of this precinct should be broadened to ensure ongoing viability"*.

While the need to review the zones that apply in the precinct was in many ways negated by State changes to the industrial zones, the Strategy is seen to provide for the intensification of office use in the precinct. This is consistent with the view presented by Council to the C170 Panel.

5.6.3 Yarra Economic Development Strategy 2015 – 2020

Yarra's economic development strategy maintains the focus on building Yarra's economic base, and the importance of providing opportunities for businesses to locate in the City of Yarra, with a focus on the knowledge economy.

The Mayor's foreword summarises:

> *Council aims to do all it can to foster local investment and jobs growth. Cultivating Yarra's knowledge economy and emerging creative industries will be key to building a thriving and resilient local community.*

Guiding principles to achieve the vision established by the Strategy include building on the local competitive advantage, and providing a regulatory framework that is consistent and efficient.

In order to support and attract a range of businesses, particularly in knowledge intensive industries and the creative sector, Yarra seeks to, inter alia, maintain and improve its competitiveness as a business location, and maintain and grow economic clusters.

5.6.4 Spatial Economic and Employment Strategy 2018

Council adopted the Spatial Economic and Employment Strategy (SEES) in September 2018. The strategy was prepared to assist the City of Yarra to understand and respond to 'key trends and economic drivers' (p4).

The SEES was prepared and adopted in the context of increasing pressure to convert existing employment land for higher yield residential uses, and parallel to the preparation of a housing strategy (Yarra Housing Strategy, adopted 4 September 2018). Read together, the two documents reinforce existing zoning patterns. It focuses on the capacity of existing business and commercial zoned land to accommodate projected demand.

Overall, it finds that:

Employment growth and floor space demand forecasts suggest that, in aggregate terms, Yarra will not need significant additional floor space to accommodate future employment growth. However, there will be significant changes in the mix and type of floor space that is required, necessitating redevelopment and renewal in existing employment precincts. (p37)

(Emphasis added)

Relevant strategic directions of the SEES are:

- *Retain and grow Yarra's major employment precincts.*

- *Retain other C2 zoned precincts and sites to support a greater diversity of business and economic activity.*
- *Retain Yarra's existing industrial precincts for manufacturing and urban services.*

The site is specifically considered under Strategy 5: Retain other C2 zoned precincts.

Guidance for C2 Zoned land is provided in Table 7 (page 70) of the report. The following excerpt applies to the site:

Precinct	Recommendation	Justification
Abbotsford	Strategic C2 - retain	Part of the broader employment precinct and generally surrounded by industrial zoned land. Retain for employment uses.

This reinforces the role and function of the site for office uses.

5.6.5 Abbotsford Local Area Place Making Plan

In December 2018, Council endorsed a Local Area Place Making study of the Abbotsford Precinct (LAPM 13). The LAPM identifies traffic management and place making treatments. Initiatives 13 – 17 are relevant to the site are surrounding movement networks (Figure 20). These are described as follows.

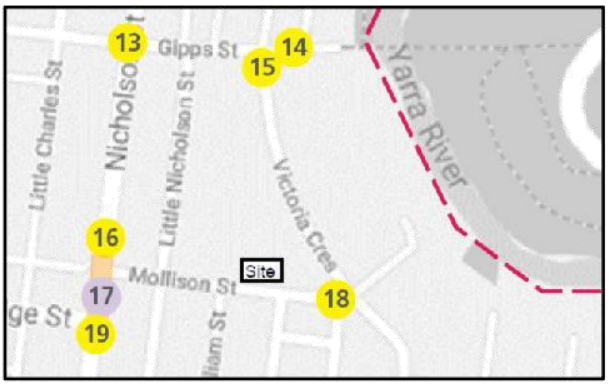


Figure 20: Excerpt of Abbotsford LAPM

Projects

13 Replace bluestone channel on north-west corner of intersection to widen bicycle lane.
14 Raised pedestrian friendly threshold treatment on outside of bend and vibraline on bike lane.
15 Raised pedestrian crossing on Victoria Cres.
16 Upgrade existing crossing to raised zebra crossing.
17 Median island on Nicholson St left in/left out only at Mollison St (cyclists excepted).
18 Raised pedestrian crossing on Mollison St.

The accompanying officer report notes that, while the implementation of the works can commence with the budget available in July 2019, the remaining works will be subject to the annual Capital Works budget process.

Of most direct relevance to the site is item 19, which is for a raised pedestrian crossing on Mollison Street at Victoria Crescent, which has an estimated cost of $90,000.

6 Land Use

The proposed planning scheme amendment does not affect the land uses that may be permitted on the site, as it is not proposed to change the zone. However, it is acknowledged that the amendment is designed to increase the density of use on the site by providing for an increase in height.

The existing approval for the site provides for a five storey building, with a net leasable area of approximately 18,500 square metres (office and shop). It is anticipated that the proposed planning scheme amendment will provide for an additional approximately 3,000 square metres.

The use of the site, and the area more broadly, for commercial purposes is strongly supported by the planning policy framework and Council's strategic documents. This includes '21.04 – Land Use' which advocated for industrial areas to transition to office uses to generate local employment opportunities.

The use of the site, in particular, for office was reinforced through its rezoning to the Commercial 2 Zone.

Clause 11 of the Planning Policy Framework notes that opportunities for urban renewal and infill are to be capitalised, with a focus on a network of well-connected activity centres.

Proximate to a major activity centre, two train stations and a tram line, the site meets these criteria. It can also be demonstrated that the intensification of use on the site, by increasing the height that may be permitted, can be accommodated without detrimentally impacting on neighbourhood character, and without unreasonable off-site amenity impacts. This is discussed further in the following sections of this report.

7 Built Form

7.1 Introduction

Since the IPO was first applied to the site, there has been considerably more deliberation about the built form appropriate to the precinct and the site specifically; through the assessment of applications for adjoining properties and for the site itself.

This is particularly significant because it is evident that at the time of Amendment C170, the built form proposed for the site was substantially uncontested and, as a result, untested. There considered to be a number of reasons for this:

- The proposed five storeys was intentionally conservative in order to have the amendment approved with a minimum of objection;
- A maximum of five storeys suited the possibility of being able to retain all or part of the existing structure on the site and build upon it;
- The intensification of the area through office uses was not envisaged at the time, as it was not permitted in the industrial zone. Prevailing and permitted uses lent themselves to a lower rise built form; and
- The focus of discussion about the amendment was on 61 – 69 William Street, which is subject to a Heritage Overlay and has a sensitive residential interface.

The potential for greater intensification of the precinct has, however, been recognised through contemplation of applications for adjoining sites, made possible as a result of changes to the industrial zones. Assessment of those applications and the permit application for the site has also lead to a more resolved position in terms of appropriate heights, setbacks, massing and materials for the precinct. The proposed planning scheme amendment seeks to secure an outcome for the site which contributes to vision for the evolving precinct.

7.2 Height and Setbacks

7.2.1 Proposal

The basis of the planning scheme amendment request is the ability to increase the height of the development that may be permitted on the site from five storeys to seven storeys. Importantly, the additional two storeys will be required to be setback to manage off-site visual and shadow impacts.

Currently, the Incorporated Plan permits a maximum height on the site of 23 metres. With the exception of the western portion of the site which is currently occupied with the car park building, this is expressed as '23 metres (5 storeys)'.

Where there is existing building on the site, the Incorporated Plan also requires that 'Building levels above existing parapets to be setback 2 metres'. (As per the 5 storey control, this constraint does not apply to the western portion of the site).

It is proposed to increase the maximum permitted height to allow consideration of a maximum height of 32 metres (RL 48.2), which would provide for a seven storey development using the current floor to floor heights. The maximum height referred to is to the top of the roof slab.

In addition to the overall height, the height of the street wall, setbacks from the street wall, and upper level setbacks need to be considered.

- Flexibility in the height of the street wall is proposed, as this will assist in breaking up the building mass. This is discussed further below.
- The requirement of a setback of 2 metres above the street wall would be maintained.
- The upper two levels are to be set back further to prevent overshadowing of the southern side of Mollison Street at the equinox.

To achieve this outcome, the following changes are proposed to be made to the Incorporated Plan:

- Change the maximum height from '23 metres (5 storeys)' to '32 metres';
- Note that the maximum height refers to the top of the roof slab (ie. it excludes lift overrun, services, parapet and other architectural features);
- Amend the annotation regarding the height to provide for terraces and gardens within the setback and on the rooftop.
- Amend the notation to state that a 2 metres setback is required from the street wall; and
- Add a notation to identify that the upper levels are to be setback to precent overshadowing of the southern side of Mollison Street at the equinox.

The relevant changes are proposed to be expressed in the Incorporated Plan Overlay Schedule as follows:

An application to construct a building at 32-68 Mollison Street must include:

- *A design response to the satisfaction of the responsible authority having regard to the proximity of properties to the north in a different zone including the potential impacts from noise, light, odour and 24 hour traffic movements.*
- *Active ground floor frontages incorporated into the design for a portion of the site's Mollison Street frontage.*
- *Incorporation of a street wall that responds to the site's context and provide a pedestrian scaled design at street level.*
- *Separation of the built form or design treatments to ensure it does not appear as one building mass.*
- *Shadow diagrams, demonstrating that the footpath on the southern side of Mollison Street is not overshadowed by the proposed development at 22 September.*

These changes have been drafted as a minimum diversion from the form and structure of the current Incorporated Plan and Incorporated Plan Overlay Schedule.

7.2.2 Policy

At a superficial level, there is some tension in the policy framework between the need to consolidate established areas of metropolitan Melbourne, the desire to increase office and employment uses, and Council's urban design objective.

As previously identified, particularly at a State level, there is strong policy support for urban consolidation, particularly for maximising urban renewal opportunities in and around well connected activity centres.

As set out in Section 5.4.3 of this report, Council's urban design objective at Clause 21.05 is:

> *To retain Yarra's identity as a low-rise urban form with pockets of higher development.*

In support of this, Strategy 17.2 notes:

> *Development on strategic redevelopment sites or within activity centres should generally be no more than 5-6 storeys unless it can be demonstrated that the proposal can achieve specific benefits such as:*
>
> - *Significant upper level setbacks*
> - *Architectural design excellence*
> - *Best practice environmental sustainability objectives in design and construction*
> - *High quality restoration and adaptive re-use of heritage buildings*
> - *Positive contribution to the enhancement of the public domain*
> - *Provision of affordable housing*

Council has recently had to contemplate the interpretation and application of this policy in the context of the site in considering applications for adjoining properties, and has ultimately supported a higher built form. This is reviewed below.

7.2.3 Context

While the precinct in which the site is located is currently developed with a mix of one to three storey older industrial and warehouse style buildings, this is set to change.

In approving the eight storey developments for land to the west and the north of the site, Council is actively progressing the intensification of use in the area.

The proposed and approved heights of the adjoining developments are described as follows.

	Proposed height*	Approved height*
20-30 Mollison St	12 storeys 47.5m (roof slab level)	8 storeys 29.7m (roof slab level) / RL 45.7
12-20 Victoria Crs.	9 storeys (incl. mezzinine)	8 storeys**

	34.37m (roof slab level) / RL 50.36	30.37m (roof slab level) / RL 46.36

**To top of roof. Excludes lift overrun, balustrades and architectural features.*
*** Council officers supported the application at 9 storeys, however a level was removed through the IDAC process. This is the subject of a current review by VCAT.*

These compare to the approved development and proposed IPO for the site as follows.

	Approved maximum height*	Proposed maximum height*
32-68 Mollison St	5 storeys 23m RL 39.33	7 storeys 32m / RL 48.2

In addition to the maximum height, consideration of development on the site and adjoining properties has given consideration to the street wall height. The current IPO that applies to the site sets this height at the existing parapet.

The existing parapet height varies across the site's Mollison Street frontage, as depicted below (Figure 21), with the lower point at 27.5 metres RL, and the higher point at 28.6 metres RL (11.55 metres).



Figure 21: Existing Parapet – Mollison St frontage

Under the existing permit and previous approvals, it has been accepted that the existing building will be demolished (no permit required), and a new street wall of established with a setback of two metres from Level 3 (RL 30.35m) on Victoria

Crescent and majority of the Mollison Street frontages (Figure 22). This creates a street wall at 32.29 metres RL (15.35 metres).

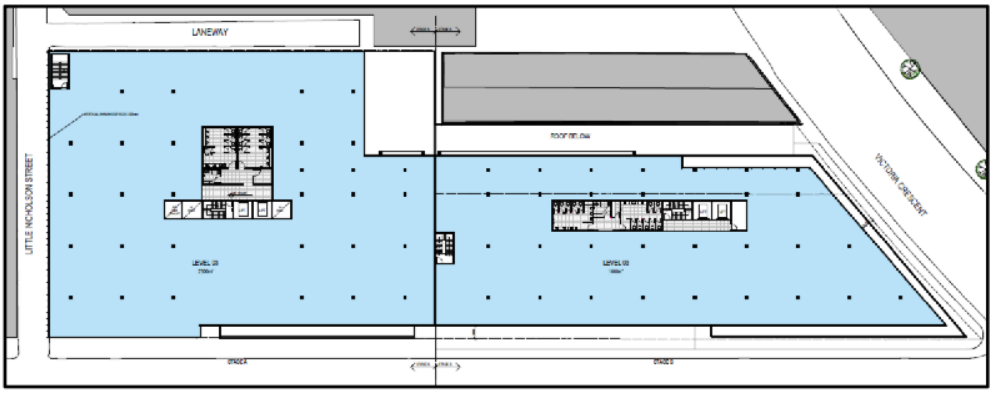


Figure 22: Level 3 Plan (Permit PLN17/0679)

A similar street wall was required for the approved development at 20-30 Mollison Street, with a setback of 2 metres from Level 3 at an RL 27.7m plus parapet. (Despite being at three storeys, the lower street wall has a lower height due to lower floor to ceiling heights). No additional setback has been required for the upper levels.

7.2.4 Assessment

In supporting the applications for higher built form around the site, Council has acknowledged the capacity of the precinct to accommodate increased density, given policy objectives for urban consolidation and the precinct's strategic location in proximity to the Victoria Street Major Activity Centre, Principal Public Transport Network (including fixed rail), and lack of sensitive interfaces.

In assessing the proposal for 12-20 Victoria Crescent and balancing it against the policy set out at 21.05 of the planning scheme, officers make the following observations.

197. *Although the site is not located directly within an activity centre, or on an identified strategic redevelopment site, it is within an area in which substantial redevelopment opportunities exist. The land is currently under-utilised, given its substantial size and central location. The proposal incorporates high quality restoration and adaptive re-use of a heritage building, substantial upper-level setbacks and meets Council's best practise ESD outcomes. Positive contributions to the public realm are proposed, and expanded upon by way of condition (discussed later in this report). It is also considered to display a high quality of architectural design, as will be discussed further.*

198. *The view that higher development can be considered outside activity centres or nominated strategic redevelopment site was articulated by the Tribunal in the 2009 decision,* Common Equity Housing Ltd v Yarra City Council & Ors [2009] VCAT 1722 (24 August 2009)*:*

> [56] We do not think the mapped and listed sites should be regarded as being exclusive. It will not always be possible to identify such sites into the future and opportunities that present themselves that fit into the locational criteria should be able to be considered for higher scale development. Any redevelopment will involve an assessment of the site's physical and planning contexts resulting in different responses in different settings.
>
> …
>
> 200. *Whilst the rear building is greater in height than surrounding buildings, it is considered that due to its setbacks from the street and its strategic context, Council planning officers support the overall height of Building 2.*

While Council officers supported the proposal at 9 storeys, a level was removed through the IDAC process; a matter which is currently the subject of a VCAT review.

It is not to say, however, that one height (of 8 storeys) is appropriate across the whole precinct. In assessing the original, 12 storey, proposal for 20-30 Mollison Street, Council officers refer to advice from an external urban designer.

The officer report and the advice suggest that 8 storeys would be an appropriate – noting that the height needs to be tempered to the residential and heritage context. It includes the following statements:

..there is not dispute that strategically, the subject site is appropriately located for a higher-density development, being located within proximity to a MAC, within an industrial use zone with excellent access to public transport, services and facilities and with limited direct sensitive, residential abuttals….<u>However, the subject site is located at an interface position where it is in between more robustly developed industrial/commercial land, and lower rise and finer grain residential, most of which is heritage fabric. These are important considerations which temper development expectations.</u> (p43)

(Emphasis added).

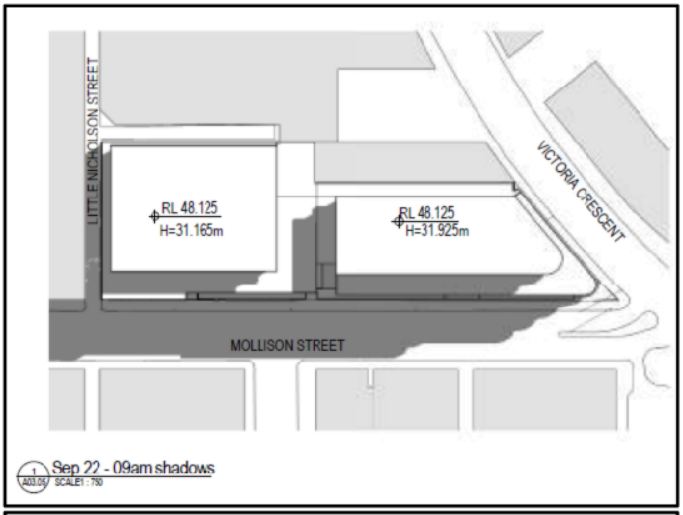
Having taken these things into account, the view shared by Council's external urban designer and officers is that an appropriate height for 20-30 Mollison Street is eight storeys, setback above a 4 storey street wall. This view is reflected in what has now been approved for the site, with a setback from level 3.

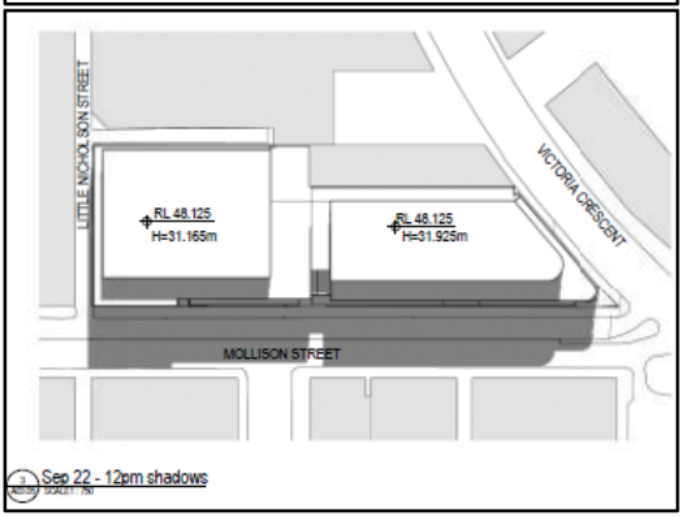
The site shares many of the characteristics of the strategic and physical context of its neighbours: it is proximate to Victoria Street Major Activity Centre, is proximate to train and tram services, it is a substantial size in a robust built environment and does not have sensitive interfaces. Unlike 20-30 Mollison Street, its development does not need to be tempered by virtue of being in a transitionary location. Unlike 12 -20 Victoria Crescent, it does not need to be tempered by its heritage buildings.

The site does, however, does have a long frontage and interface on the northern side of Mollison Street. Key considerations in determining an appropriate height for the site are therefore about other aspects of the public realm experience. In particular, managing the bulk and scale of the building so as to:

- Minimise overshadowing onto the footpath on the southern side of Mollison Street; and
- Creating a pedestrian scale built environment that does not present as a single mass.

The height proposed by the planning scheme amendment has been selected to ensure it contributes to these objective. In particular, combined with the proposed setbacks, a height of 32 metres can be constructed on the site without overshadowing the southern side of Mollison Street at the equinox.





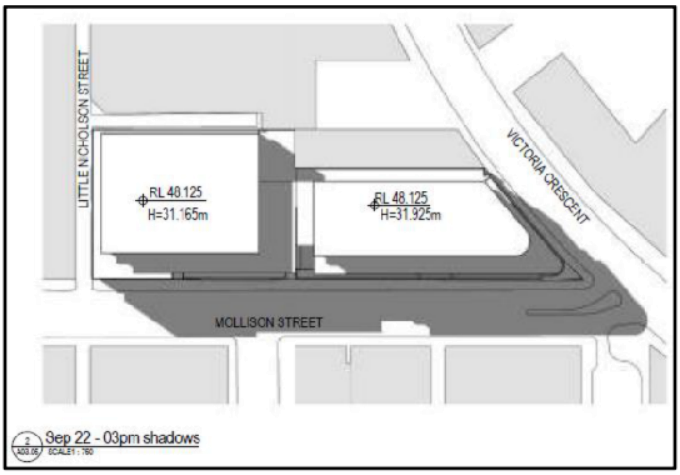


Figure 22: Building envelope shadow diagram

In terms of visual impact, the additional height will be provided in a manner that is secondary to the street wall and does not have a negative off-site amenity impact.

It will be recessed from the Mollison Street façade, beyond the existing 2 metre setback, such that it does not cast a shadow onto the south side of Mollison Street at the equinox.

Depending on Council's priorities and urban design advice, a case could also be made for locating greater height at the corner of Mollison Street and Victoria Crescent.

7.3 Façade Materials and Massing

The proposed planning scheme amendment includes changes to the Incorporated Plan Overlay that will provide for an improved built form outcome.

In assessing the application for the current planning permit, Council's urban designer noted a preference for:

- Retention of the splay at the corner of Mollison Street and Victoria; and
- Increased use of masonry to reflect the local character, rather than extensive glazing.

Given the existing suite of controls and existing approvals on the site, the changes sought by the urban design comments were not able to be fully implemented through the permit approval process.

While the applicant intends to develop Stage 1 generally as permitted, the planning scheme amendment creates the opportunity to change the incorporated plan to ensure the built form outcomes expressed above can be implemented through Stage 2. This can be achieved by:

- Adding the reference to use of masonry to the Incorporated Plan Overlay; and

- Requiring the setback in the Incorporated Plan.

An indication of the built form that can be achieved is provided in Attachment 4.

8 Traffic and Transport

8.1 Introduction

The transport network in and around the site for vehicles, pedestrians and cyclists has been extensively studied as part of the assessment the application for the development of the site and the adjoining sites, as well as Council's preparation of the Abbotsford LAPM.

Through the assessment of proposals on properties surrounding the site, Council has consistently sought to provide for the widening on Little Nicholson Street, and a reduction in car parking below the statutory rate.

8.2 Car Parking

8.2.1 Proposal

The current Incorporated Plan identifies the western portion of the site, where the at-grade car park is currently located, as a 'Car park building'.

It is proposed to remove this identification as, consistent with the current approval, it is intended that car parking be provided across two levels of basement. While this outcome should not be mandated, it does provids for a more efficient use of the site. It is also intended that car parking be provided below the statutory parking rate.

The current approval provides for 338 car parking spaces to service a net leasable area of 18,482 square metres. This equates to a parking ratio of 1.8 spaces per 100 square metres.

As part of a planning permit application that could be considered under the proposed planning scheme amendment, it is not intended to increase the number of car parks, although the net leasable area would increase.

Indicative development plans, included as Attachment 3, provide for 333 car parking spaces and a net leasable area of 21,590 square metres. (The total number of car parks is slightly reduced to account for the setback of the basement from Little Nicholson Street). This equates to a car parking ratio of 1.5 spaces per 100 square metres.

8.2.2 Policy

Council's transport vision includes the following:

- *Local streets will be dominated by walkers and cyclists.*
- *Most peoples will walk, cycle and use public transport for the journeys to work.*

(Clause 21.03)

Clause 52.06 sets out the statutory car parking rate that will be applied at planning permit application stage. As the site is within the Principal Public Transport Network

Area, a rate of 3 spaces per 100 square metres should be provided. A reduction in the statutory car parking rate will require a planning permit.

8.2.3 Context

Council actively seeks to reduce car parking ratios below those required by Clause 52.06 in order to achieve its vision. In addition to encouraging use of alternate forms of transport, lower car park rates have a positive correlation with reducing congestion and traffic impacts of development.

As well as supporting the reduced rates sought for the subject site as part of the current permit, Council applied a condition to the permit for the development of 12 – 20 Victoria Crescent to reduce the car parking ration to 1 per 100 square metres. That Condition is subject to appeal by the applicant, which is seeking to be able to provide car parking at a ratio of 1.65 per 100 square metres.

8.2.4 Assessment

Identification of the 'car parking building' on the Incorporated Plan is an unnecessary constraint on the development of the site, and inconsistent with the current planning permit.

It is anticipated that the reduction in the statutory car parking rate can be addressed as part of the planning permit application process, should the amendment proceed. However, the proponent is open to exploring introducing a requirement to reduce the car parking ratio below the statutory rate through the planning scheme amendment process if it is considered beneficial by Council.

8.3 Access and Little Nicholson Street

8.3.1 Proposal

Currently, the incorporated plan shows the preferred vehicle entry and exit points for the site to be on Mollison Street and Victoria Crescent.

It is proposed to redistribute these as follow:

- Preferred access point added to Little Nicholson Street;
- Preferred access points on Mollison Street reduced from three to one; and
- Preferred access point on Victoria Crescent moved north, further from the intersection with Mollison Street.

In addition, the Incorporated Plan will require a widening of Little Nicholson Street to 2.4 metres, with a height clearance of 4.6 metres and no basement below.

8.3.2 Policy

Clause 22.07 *Development Abutting Laneways* sets out the policy that laneways be used in preference to street access for vehicles, while pedestrian access is provided for on the street frontage.

It is also an objective of the policy to *"provide an environment which has a feeling of safety for laneway users"*.

8.3.3 Context

In its assessment of surrounding applications, Council has considered both Little Nicholson Street and the unnamed laneway to the north of the site as laneways.

The portion of Little Nicholson Street which the site adjoins extends from Mollison Street in the south to Gipps Street in the north; a length of approximately 180 metres, adjoined by approximately 18 separate properties (Figure 23).

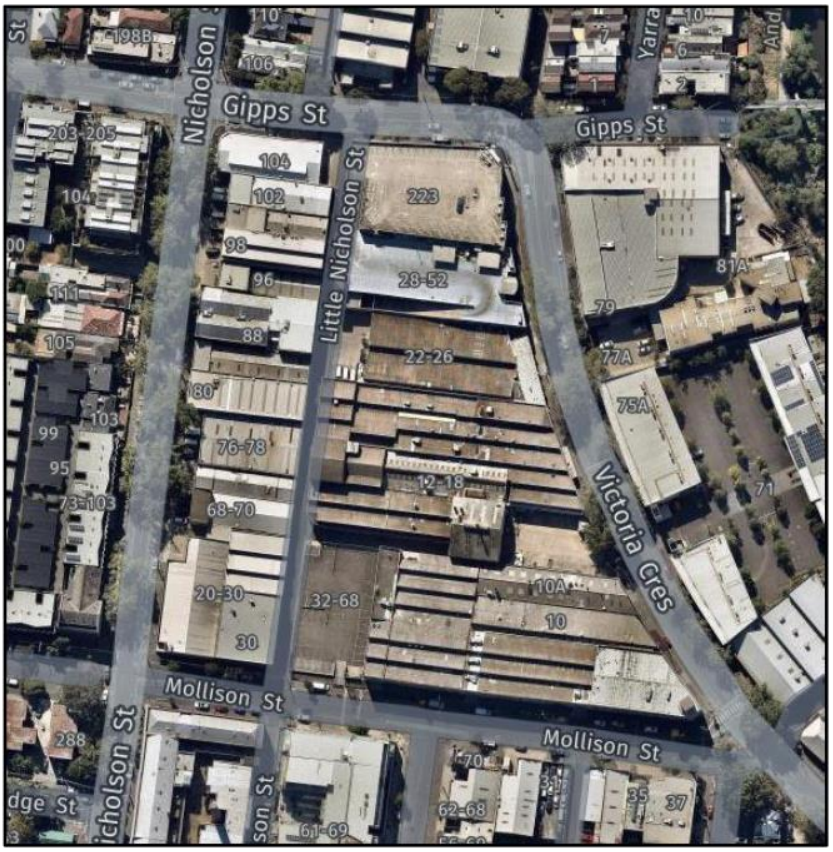


Figure 23: Built Form Interfacing with Little Nicholson Street

While these properties are still developed primarily with warehouses, they are approaching a point in their lifecycle where they are likely to be redeveloped for more intensive employment uses. This is evident from planning permit applications that have recently been considered for the area, and entirely consistent with strategic planning for the area.

In the vicinity of the site, Little Nicholson Street has a pavement width of 4.5 metres and allows for two way traffic. It provides rear access to lots fronting Nicholson Street and Victoria Crescent.

The current planning permit for the subject site provides for vehicle access from Little Nicholson Street. Stage 1 would provide car parking for 200 vehicles accessed exclusively from Little Nicholson Street. Stage 2 would increase the number of vehicles to a total of 338, with access from both Little Nicholson Street and Victoria Crescent. As evidenced by approval of the existing permit and acceptance of the associated Transport Impact Assessment, the laneway is adequate in its current configuration to accommodate traffic demand from the site.

In considering applications for the development of 20-30 Mollison Street and 12-20 Victoria Street, Council has sought both to have vehicle access from Little Nicholson Street, and to have it widened to increase its capacity.

For 20-30 Mollison Street, opposite the site, this has resulted in a planning permit being issued for a development proposal that widens the vehicle carriageway of Little Nicholson Street to 5.5 metres, and adds a pedestrian path of 1.2 metres (VCAT Reference P1507/2018; Permit No. PLN170535).

For 12-20 Victoria Crescent, to the north of the site, this has resulted in a planning permit being issued which requires Little Nicholson to be widened to 6.5 metres. While a number of Conditions of the permit are being reviewed by the Tribunal, with a hearing taking place at the end of July 2019, the widening of Little Nicholson Street was not ultimately contested.

The development of 12-20 Victoria Crescent also has an interface with the unnamed laneway to the north of the site. The plans submitted to Council for endorsement as part of PLN18/0239 provide for the laneway to be widened and used for vehicular and service access. Otherwise, the character remains essentially as it is.

In plans referred to by the applicant's experts during the VCAT hearing, an alternate concept was provided for the laneway. It provided for a shared east-west pedestrian and vehicular link that extended from Victoria Crescent to Little Nicholson Street.

While the 'VCAT version' will provide for more activation of the laneway than the 'Endorsement version', in either scenario there are opportunities for the development of the subject site to contribute to the sense of safety and activation of the laneway as its character evolves.

8.3.4 Assessment

The opportunity to require the widening of Little Nicholson Street represents a public benefit that has been identified by Council officers as an important contribution to the evolution of the area.

The desire of the proponent to increase the height permitted by the IPO represents a unique opportunity to achieve this outcome.

The indicative development (Attachment 4) removes the vehicle access from Victoria Crescent and relies instead on Mollison Street, which is an outcome it is understood will be preferred by Council's traffic engineers, given the position that was taken at VCAT in regard to 12 – 20 Victoria Crescent.

9 Development Contributions

Acknowledging its role in intensifying the use and development of the area, the Meydan Group is willing to pay for the construction of the pedestrian cross walk on Mollison Street, identified by the LAPM, upon gazettal of the amendment generally as proposed.

It is understood that Council is seeking funding for the crosswalk within the next financial year. Its estimated cost is $90,000. Accordingly, we offer to make the contribution within the quarter following gazettal of the amendment, rather than tying it to a stage in the development.

To provide Council with greater certainty, however, the requirement for a Section 173 agreement to secure the contribution is also proposed to form part of the amended Incorporated Plan overlay.

Development of the site may also be subject to development contributions under the proposed Development Contributions Plan Overlay should Amendment C238 be gazetted prior to the issue of a permit for the proposed seven storey development.

In recognition of the existing approval and a timely contribution to the pedestrian crosswalk, we request the development contributions only be applicable to the additional gross floor area that is achieved as a result of the planning scheme amendment, above that already permitted.

For example, current planning permit PLN 17/0679 provides for the development of the site for a gross floor area of 32,059 square metres. Any development contributions payable under the DCPO should only apply to additional floor area above this.

10 Timing and Delivery

The Meydan Group has currently scheduled the redevelopment of the site to commence mid-2020. We realise that there is no guarantee that the planning scheme amendment will be gazetted, or that Council's position will be finalised in this timeframe.

Bearing this in mind, and to enable the office space we require to be constructed in a timely manner, we are hopeful of achieving the following sequence and timing of events:

October 2019

1. Preliminary Support
   - Council considers planning scheme amendment request and resolves to exhibit.
2. Amendment to Endorsed Plans
   - Assuming exhibition is generally as proposed, Meydan Group will make an application to amend the existing endorsed plans to provide for the setback from Little Nicholson Street (including at basement), with a minimum clearance of 4.6 metres.
   - While the approved development will still be at five storeys, Council's preliminary support and re-endorsement of the plans will give us the confidence required to start detailed design with the setback and flexibility to extend the building to seven storeys.
   - In terms of the design detail, this means that Stage 1 will be generally as per the existing approval (with the addition of the setback).
   - At this stage, we would be prepared to enter into a Section 173 agreement with Council that commits us to paying for the construction of the raised pedestrian crosswalk upon gazettal of the amendment generally as proposed.

November/December 2019

3. Exhibition
   - It is important for the amendment to be exhibited in 2019 in order for the Meydan Group to be able to commence construction with a level of confidence in 2020.
4. Endorsement of Plans
   - We would be seeking re-endorsement of the plans providing for the setback before the end of the year.

January – March 2020

5. Detailed Design
   - During this time, our design team would be undertaking detailed design of the first stage of the development.

April - June 2020

6. Panel Hearing

- If a panel hearing is necessary, it would ideally occur within this timeframe.
- A panel hearing in April would result in a report to Council in May 2020.

July – August

7. Council Adoption of Amendment
   - If a Panel has been requested, Council would ideally adopt the amendment within this timeframe. This may occur earlier if a Panel is not required.

September – November

8. Gazettal of Amendment
   - We realise gazettal timeframes are highly variable, however, are hopeful of being able to achieve gazettal by the end of 2020.

October – December

9. Development Contribution
   - Following gazettal of the Amendment, the Meydan Group will make the contribution to enable the construction of the raised pedestrian crosswalk on Mollison Street, as identified by the LAPM, within a timely manner.

Timing To Be Discussed

10. Amendment of Planning Permit
    - A critical step in the process is to amend the planning permit to provide for the seven storey development of the site. Until the planning scheme is amended, this is a prohibited development. As the amendment proceeds, we will discuss with Council officers the appropriate timing for making the application.

11 Indicative Development

Plans have been prepared which demonstrate the form of development that could occur on the site should the amendment progress. We are cautious about over emphasising these plans, as they are not before Council for assessment at this stage. However it is considered useful to provide them as an illustration of what may be achieved on the site under the revised controls.

These plans respond to the requirements of the proposed Incorporated Plan Overlay as follows:

- Seven storey built form, with limited visibility from adjoining pedestrian environment.
- Maximum height of 32 metres (RL 48.2 metres).
- Upper levels setback to ensure no overshadowing of the southern side of Mollison Street at the equinox.
- Opportunity for terraces and gardens to be created on the roof top and within the setbacks.
- Separation of built form between stages 1 and 2.
- Varied street walls to assist in breakdown of building mass.
- Increased use of masonry within lower levels to reflect neighbourhood character.
- Retention of two levels of basement car parking.
- Retention of ground floor activation at the eastern and western ends of the site through retail or café uses.

The indicative development demonstrates that the additional height can be achieved without adverse off-site amenity impacts, such as overshadowing or excessive building mass. Rather, the proposal creates the opportunity to re-envision the development of the site to provide a built form that makes a greater contribution to the area through the revised architectural treatment, setback from Little Nicholson Street, and separation of the building mass.

12 Conclusion

When the site was rezoned through Amendment C170, Council recognised it as an appropriate location for an office use, and the capacity of the site to accommodate a more intensive built form.

Since 2013, this position has been reinforced by State government changes to the Industrial zones, which provide for office use throughout the precinct in which the site is located, and Council decisions about appropriate height on adjoining properties.

The Incorporated Plan Overlay (IPO) that was put in place as part of Amendment C170, however, prevents the site from being able to fulfil its potential in the current policy and physical context.

The proposed planning scheme amendment will go some way to rectifying this, by amending the IPO to increase the height that may be permitted on the site from 5 storeys (23 metres / RL 39.33) to 7 storeys (32 metres / RL 48.2 metres). While this is not equivalent to adjoining properties, which are not subject to a height control, it provides some certainty about an appropriate built form outcome.

It is also proposed that the opportunity be taken to increase the public benefit that will be provided by the development of the site by using the Incorporated Plan Overlay to secure:

- A setback from Little Nicholson Street, which will increase its capacity to accommodate the redevelopment of site's further north;
- Funding in the order of $90,000 for the construction of a raised pedestrian crosswalk on Mollison Street, as identified by the Abbottsford Local Area Place Making Plan; and
- An improved built form outcome through requirements to separate building mass and increase the use of masonry in the street wall, and the opportunity to include landscaping within the street wall setback and on a rooftop terrace.

The Meydan Group recognises and appreciates the time and resources required by Council to revisit the controls that apply to the site. We look forward to working together to create an improved outcome for all parties.

Attachment 3 - Attachment 3 - Planning Scheme Amendment Request C280yara

Attachment 1 Current Planning Controls (IPO)

43.03 INCORPORATED PLAN OVERLAY

01/07/2014
VC116

Shown on the planning scheme map as **IPO** with a number.

Purpose

To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.

To identify areas which require:

- The form and conditions of future use and development to be shown on an incorporated plan before a permit can be granted to use or develop the land.
- A planning scheme amendment before the incorporated plan can be changed.

To exempt an application from notice and review if it is generally in accordance with an incorporated plan.

43.03-1 Requirement before a permit is granted

19/01/2006
VC37

A permit must not be granted to use or subdivide land, construct a building or construct or carry out works until an incorporated plan has been incorporated into this scheme.

This does not apply if a schedule to this overlay specifically states that a permit may be granted before an incorporated plan has been incorporated into this scheme.

A permit granted must:

- Be generally in accordance with the incorporated plan, unless a schedule to this overlay specifies otherwise.
- Include any conditions or requirements specified in a schedule to this overlay.

43.03-2 Exemption from notice and review

19/01/2006
VC37

An application under any provision of this scheme which is generally in accordance with the incorporated plan is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

43.03-3 Decision guidelines

19/01/2006
VC37

Before deciding on an application under any provision of this scheme which is not generally in accordance with the incorporated plan, in addition to the decision guidelines in Clause 65, the responsible authority must consider:

- The State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- The incorporated plan.
- Any other matters specified in a schedule to this overlay.

43.03-4 Preparation of the incorporated plan

01/07/2014
VC116

The incorporated plan may consist of plans or other documents and may, with the agreement of the planning authority, be prepared and implemented in stages.

An incorporated plan that provides for residential subdivision in the Neighbourhood Residential Zone, General Residential Zone, Residential Growth Zone, Mixed Use Zone, Township Zone, Comprehensive Development Zone and Priority Development Zone must meet the requirements of Clause 56 as specified in the zone.

The incorporated plan must describe:

- The land to which the plan applies.
- The proposed use and development of each part of the land.
- Any other requirements specified for the plan in a schedule to this overlay.

Notes: *Refer to the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement, for strategies and policies which may affect the use and development of land.*

Check the requirements of the zone which applies to the land.

Other requirements may also apply. These can be found at Particular Provisions.

17/10/2013 C170

SCHEDULE 1 TO THE INCORPORATED PLAN OVERLAY

Shown on the planning scheme map as **IPO1.**

32-68 Mollison Street and 61-69 William Street, Abbotsford July 2013

1.0 Purpose

17/10/2013 C170

To facilitate the use and development of the land at 32-68 Mollison Street for office, commercial and compatible uses that will provide jobs and business activity for the local area.

To encourage the use and development of land at 61-69 William Street, Abbotsford for predominantly residential purposes.

2.0 Conditions and requirements for permits

17/10/2013 C170

An application to construct a building at 61-69 William Street must include a design response to the satisfaction of the responsible authority. The design response is to contain information on the following:

- How the building respects the interface with the Denton Hat Mills building (56 Nicholson Street, Abbotsford) and the residential interface to the south.
- How upper levels (above 5 metres) are setback from Little Nicholson Street to reduce the impact of new built form on existing residential apartments and to ensure access to sunlight.
- The provision of safe and efficient pedestrian and vehicle access to the building.
- A traffic report that demonstrates the safe entry and exit of vehicles from the property to William Street only.

An application to construct residential dwellings at 61-69 William Street must include a noise assessment and design response to the satisfaction of the responsible authority to ensure industrial properties north of Mollison Street are not adversely affected by reverse amenity impacts.

An application to construct a building at 32-68 Mollison Street must include:

- A design response to the satisfaction of the responsible authority having regard to the proximity of properties to the north in a different zone including the potential impacts from noise, light, odour and 24 hour traffic movements.
- An active ground floor frontage incorporated into the design of the car park building at 32 Mollison Street.

An application that includes residential or other sensitive uses should:

- Minimise the potential impacts of local business (including noise, light, odour and 24 hour traffic movements), in the design and construction of buildings.
- Include design and noise attenuation measures that achieve the noise levels (within any noise sensitive areas) that are calculated by applying the method in Schedule B of State Environment Protection Policy No N-1 'Control of Noise from Commerce, Industry and Trade' (SEPP N-1) for calculation of noise limits.
- Locate, and if necessary screen, private open spaces, including balconies, to attenuate industrial noise to meet the requirements of SEPP N-1.
- Incorporate design measures that minimise the potential impact of non-routine odour emission.

3.0 Decision guidelines

17/10/2013
C170

Before deciding on an application the responsible authority must consider, as appropriate:

- The impact of the height, bulk, design and appearance of the building or works on the character and amenity of the surrounding area.
- The extent to which environmentally sustainable design features and practices are adopted.
- The relationship of any new buildings to the street including entrances that provide opportunities for active or visual engagement.
- The design of the car park building including how it relates visually to the street environment and the extent of activation of the frontage at street level.
- Whether new buildings provide an attractive and engaging edge to the street environment through landscaping and/or architectural design features.
- The visibility and layout of the development, and the extent to which screening of mechanical plant equipment is required.
- Any reverse amenity impacts of the proposal on existing and on-going operations of existing commercial and industrial activity in the adjoining and surrounding area.
- The effectiveness of new residential development and other noise sensitive uses in protecting their own amenity where potentially affected by existing commercial and industrial activity.
- Whether the proposed development has regard to the heritage values of the site as applicable.

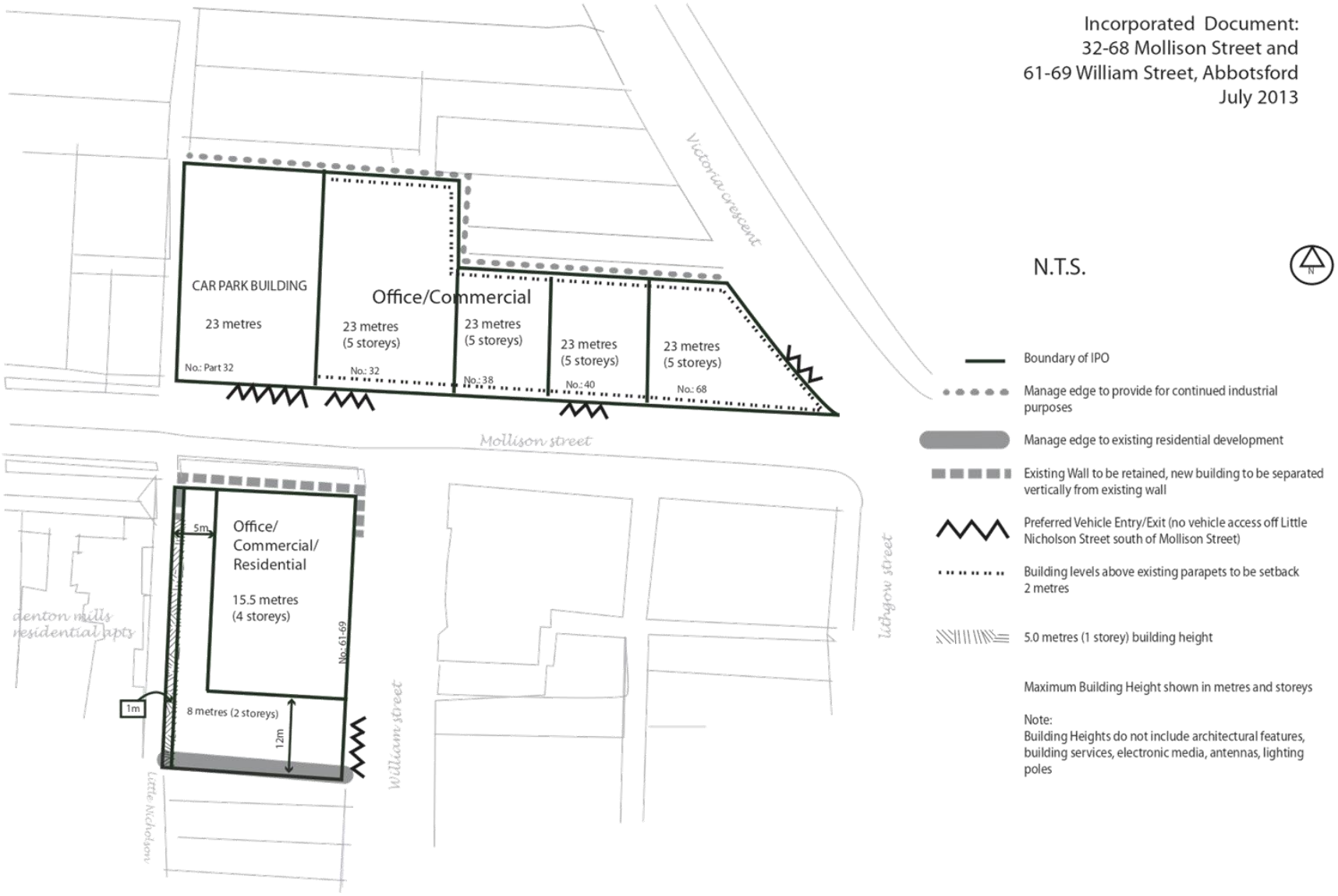
4.0 Requirements for incorporated plan

17/10/2013
C170

The incorporated plan must show:

- Building heights for each area in storeys, and metres or RLs.
- Building features to be retained.
- Vehicle entry and exit points for the site.
- Proposed land uses for the subject sites.
- Land use interface management.

Attachment 3 - Attachment 3 - Planning Scheme Amendment Request C280yara



Attachment 3 - Attachment 3 - Planning Scheme Amendment Request C280yara

Attachment 2 Proposed Planning Controls (IPO)

17/10/2013 C170

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To encourage the use and development of land at 61-69 William Street, Abbotsford for predominantly residential purpose

2.0 Conditions and requirements for permits

17/10/2013 C170

2.1 Built Form

An application to construct a building at 61-69 William Street must include a design response to the satisfaction of the responsible authority. The design response is to contain information on the following:

How the building respects the interface with the Denton Hat Mills building (56 Nicholson Street, Abbotsford) and the residential interface to the south.

How upper levels (above 5 metres) are setback from Little Nicholson Street to reduce the impact of new built form on existing residential apartments and to ensure access to sunlight.

The provision of safe and efficient pedestrian and vehicle access to the building.

A traffic report that demonstrates the safe entry and exit of vehicles from the property to William Street only.

An application to construct residential dwellings at 61-69 William Street must include a noise assessment and design response to the satisfaction of the responsible authority to ensure industrial properties north of Mollison Street are not adversely affected by reverse amenity impacts.

An application to construct a building at 32-68 Mollison Street must include:

- ~~—~~A design response to the satisfaction of the responsible authority having regard to the proximity of properties to the north in a different zone including the potential impacts from noise, light, odour and 24 hour traffic movements.

~~—~~A~~n a~~ctive ground floor frontage~~s~~ incorporated into the design ~~of the car park building at 32 Mollison Street~~ for a portion of the site's Mollison Street frontage.

- Incorporation of a street wall that responds to the site's context in terms of height and material, and provide a pedestrian scaled design at street level.
- Separation of the built form or design treatments to ensure it does not appear as one building mass.
- Shadow diagrams, demonstrating that the footpath on the southern side of Mollison Street is not overshadowed by the proposed development at 22 September.

An application that includes residential or other sensitive uses should:

Minimise the potential impacts of local business (including noise, light, odour and 24 hour traffic movements), in the design and construction of buildings.

Include design and noise attenuation measures that achieve the noise levels (within any noise sensitive areas) that are calculated by applying the method in Schedule B of State Environment Protection Policy No N-1 'Control of Noise from Commerce, Industry and Trade' (SEPP N-1) for calculation of noise limits of SEPP N-1..

- Incorporate design measures that minimise the potential impact of non-routine odour emission Locate, and if necessary screen, private open spaces, including balconies, to attenuate industrial noise to meet the requirements

2.2 Section 173 Agreement for Development Contributions

The owner must enter into an agreement with the Responsible Authority under section 173 of the Planning and Environment Act 1987 to make development contributions to a raised pedestrian crosswalk at the eastern end of Mollison Street.

The Section 173 agreement will exclude the site from payment of development contributions for the extent of development permitted prior to the Amendment under any other provision of this scheme.

3.0 Decision guidelines

17/10/2013 C170

Before deciding on an application the responsible authority must consider, as appropriate:

The impact of the height, bulk, design and appearance of the building or works on the character and amenity of the surrounding area.

The extent to which environmentally sustainable design features and practices are adopted.

The relationship of any new buildings to the street including entrances that provide opportunities for active or visual engagement.

The design of the car park building including how it relates visually to the street environment and the extent of activation of the frontage at street level.

Whether new buildings provide an attractive and engaging edge to the street environment through landscaping and/or architectural design features.

The visibility and layout of the development, and the extent to which screening of mechanical plant equipment is required.

Any reverse amenity impacts of the proposal on existing and on-going operations of existing commercial and industrial activity in the adjoining and surrounding area.

The effectiveness of new residential development and other noise sensitive uses in protecting their own amenity where potentially affected by existing commercial and industrial activity.

Whether the proposed development has regard to the heritage values of the site as applicable.

4.0 Requirements for incorporated plan

17/10/2013 C170

The incorporated plan must show:

Building heights for each area in ~~storeys, and~~ metres or RLs.

Setback from Little Nicholson Street

Retention of corner splay at Mollison Street and Victoria Crescent

Building features to be retained.

Vehicle entry and exit points for the site.

Proposed land uses for the subject sites.

Land use interface management.

17/10/2013
C170

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An application to construct a building at 32-68 Mollison Street must include:

- A design response to the satisfaction of the responsible authority having regard to the proximity of properties to the north in a different zone including the potential impacts from noise, light, odour and 24 hour traffic movements.

Active ground floor frontages incorporated into the design for a portion of the site's Mollison Street frontage.

- Incorporation of a street wall that responds to the site's context in terms of height and material, and provide a pedestrian scaled design at street level.
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An application that includes residential or other sensitive uses should:

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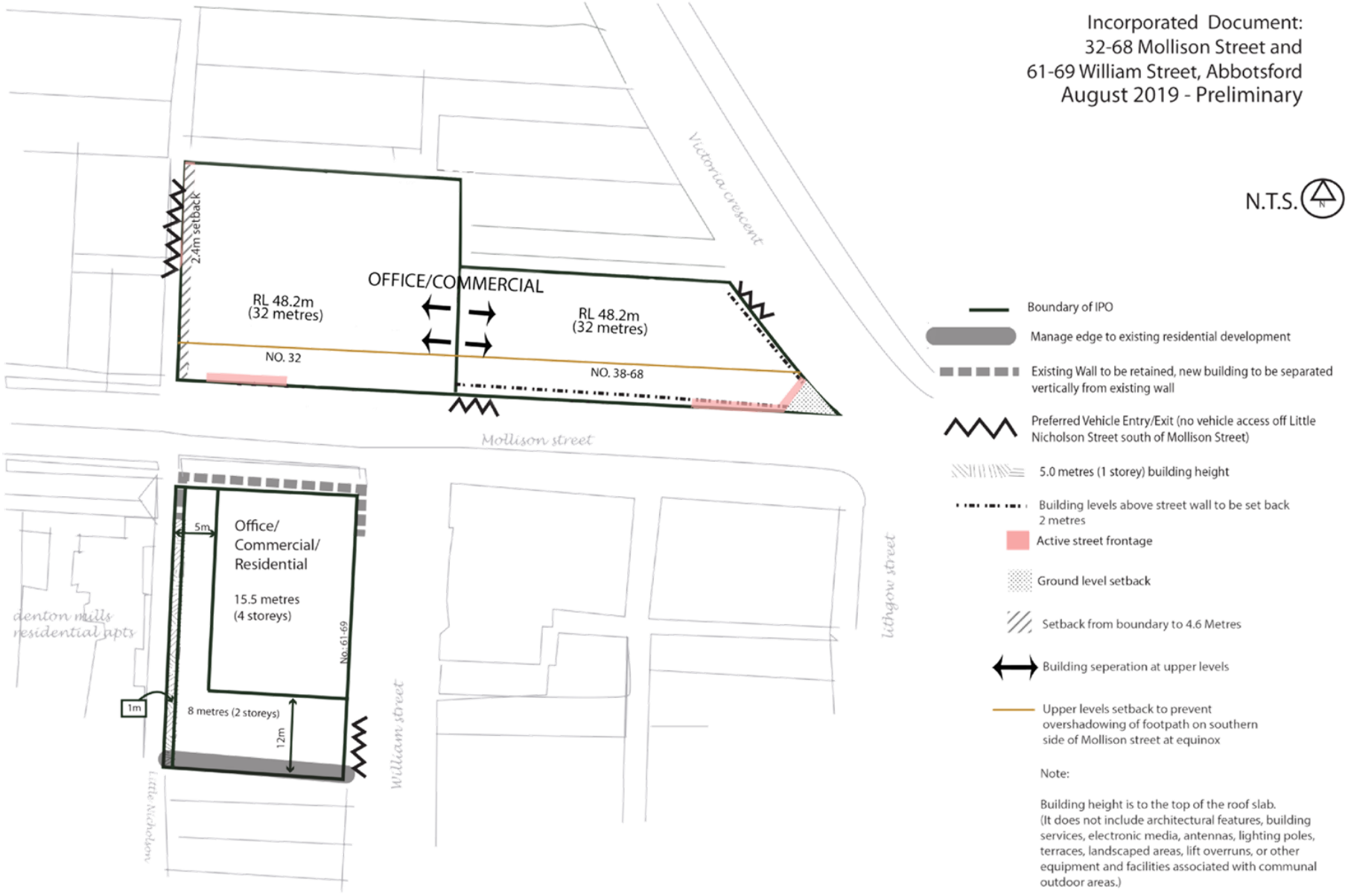
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Attachment 3 - Attachment 3 - Planning Scheme Amendment Request C280yara



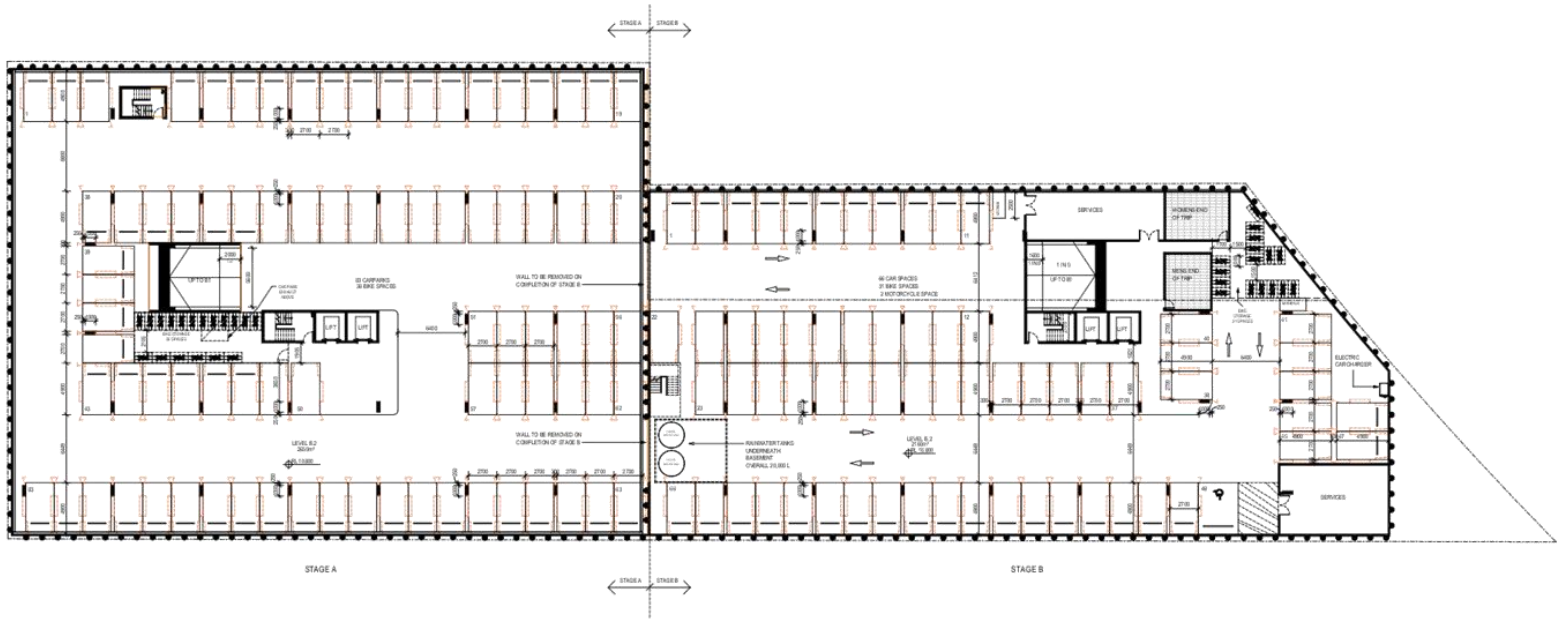
Attachment 3 - Attachment 3 - Planning Scheme Amendment Request C280yara

Attachment 3 Indicative Development

Attachment 3 - Attachment 3 - Planning Scheme Amendment Request C280yara

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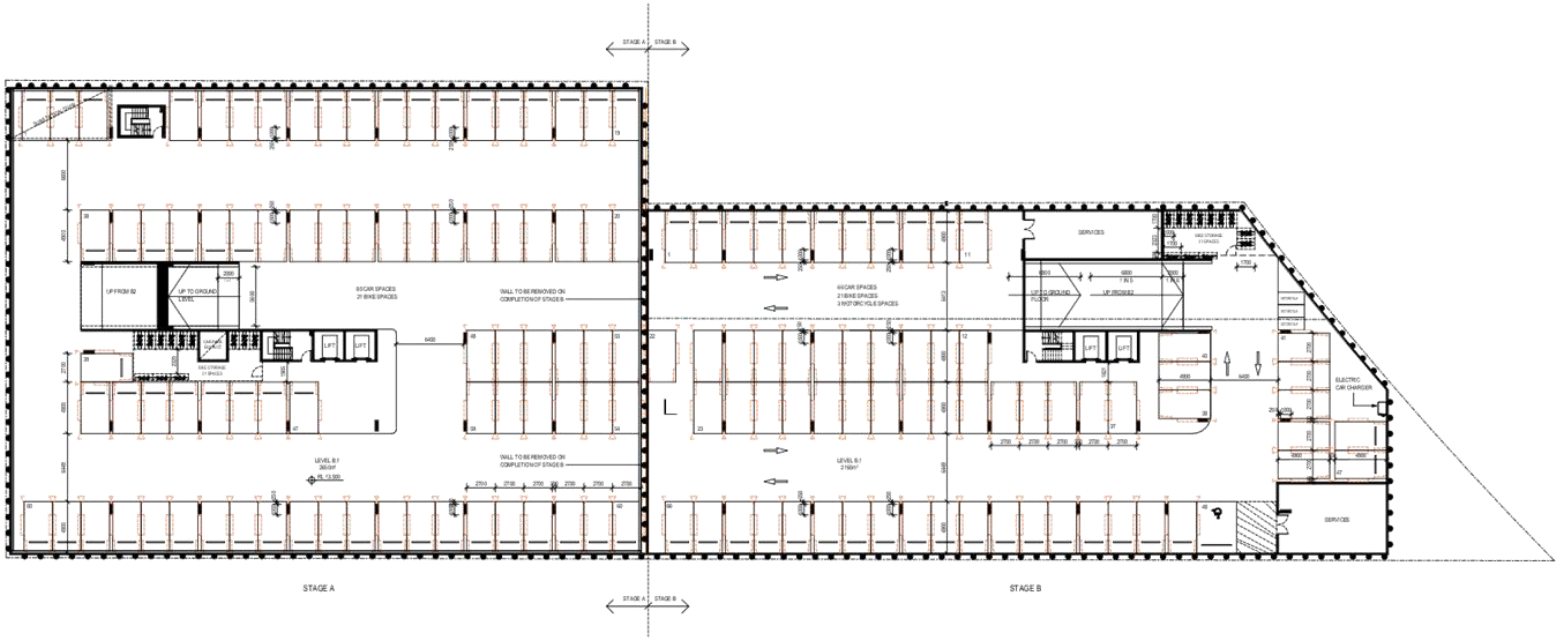
TP APPLICATION



PROJECT TITLE: MOLLISON ST OFFICE INDICATIVE DEVELOPMENT PROPOSAL INDICATIVE DEVELOPMENT PROPOSAL	DRAWING TITLE: BASEMENT 2 CLIENT: AH MEYDAN PTY LTD.	DISCLAIMER	SCALE @ A3: 1:400	DATE: AUGUST 2019 SCALE @ A1: 1 : 200	DRAWN BY: HG. PROJECT No: 1409	DWG No: TP1.00	REV: A

Attachment 3 - Attachment 3 - Planning Scheme Amendment Request C280yara

TP APPLICATION

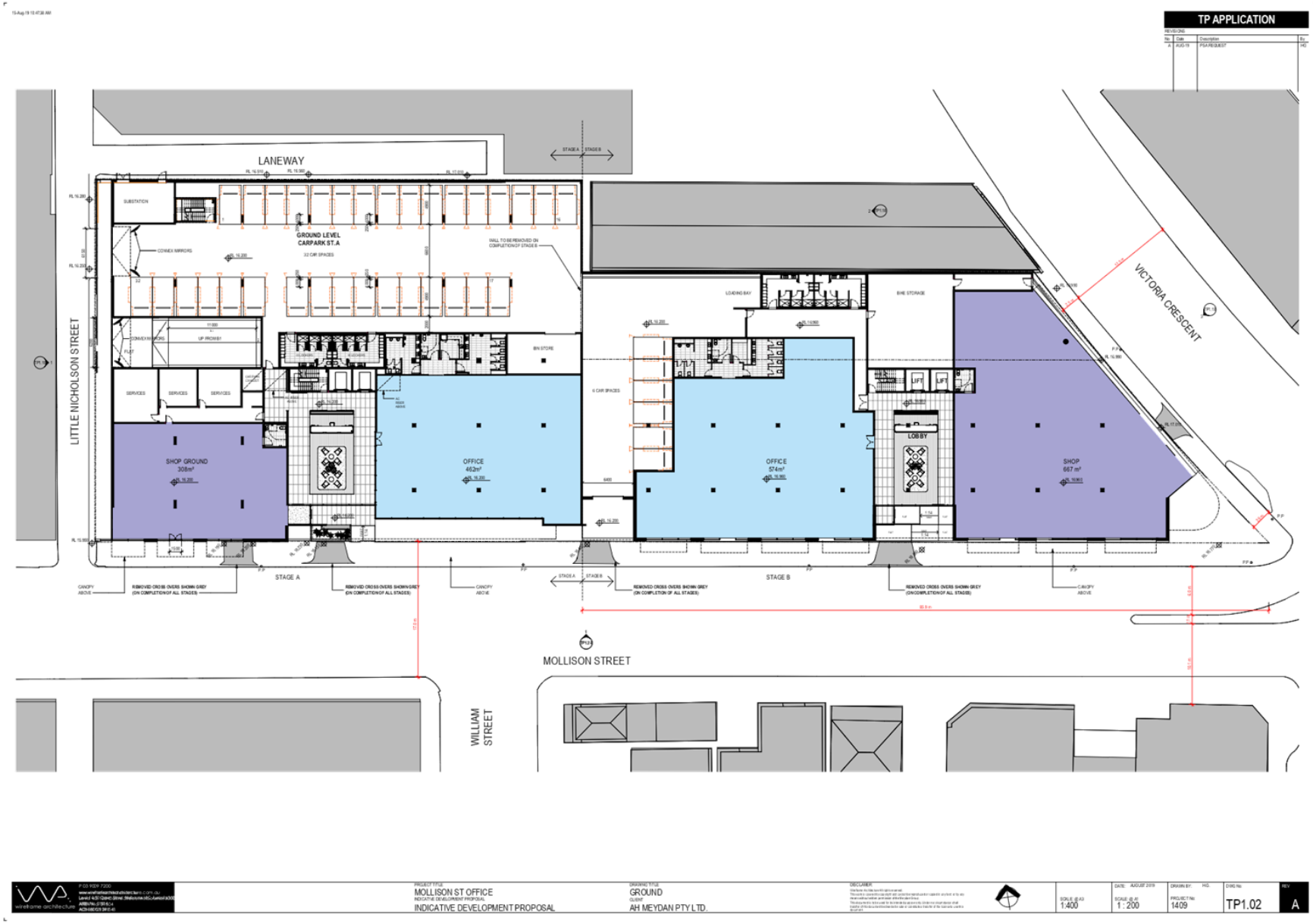


MOLLISON ST OFFICE
INDICATIVE DEVELOPMENT PROPOSAL

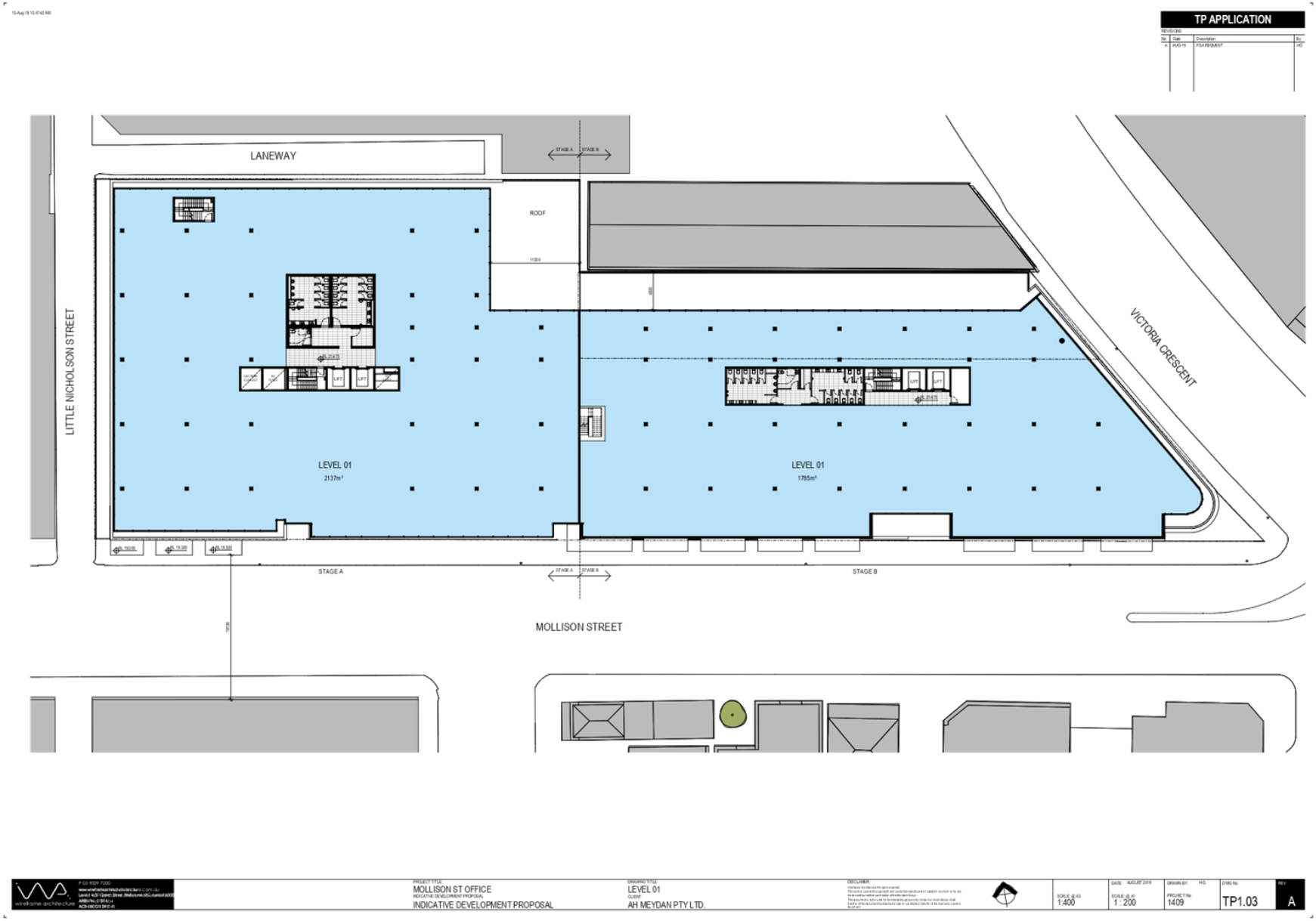
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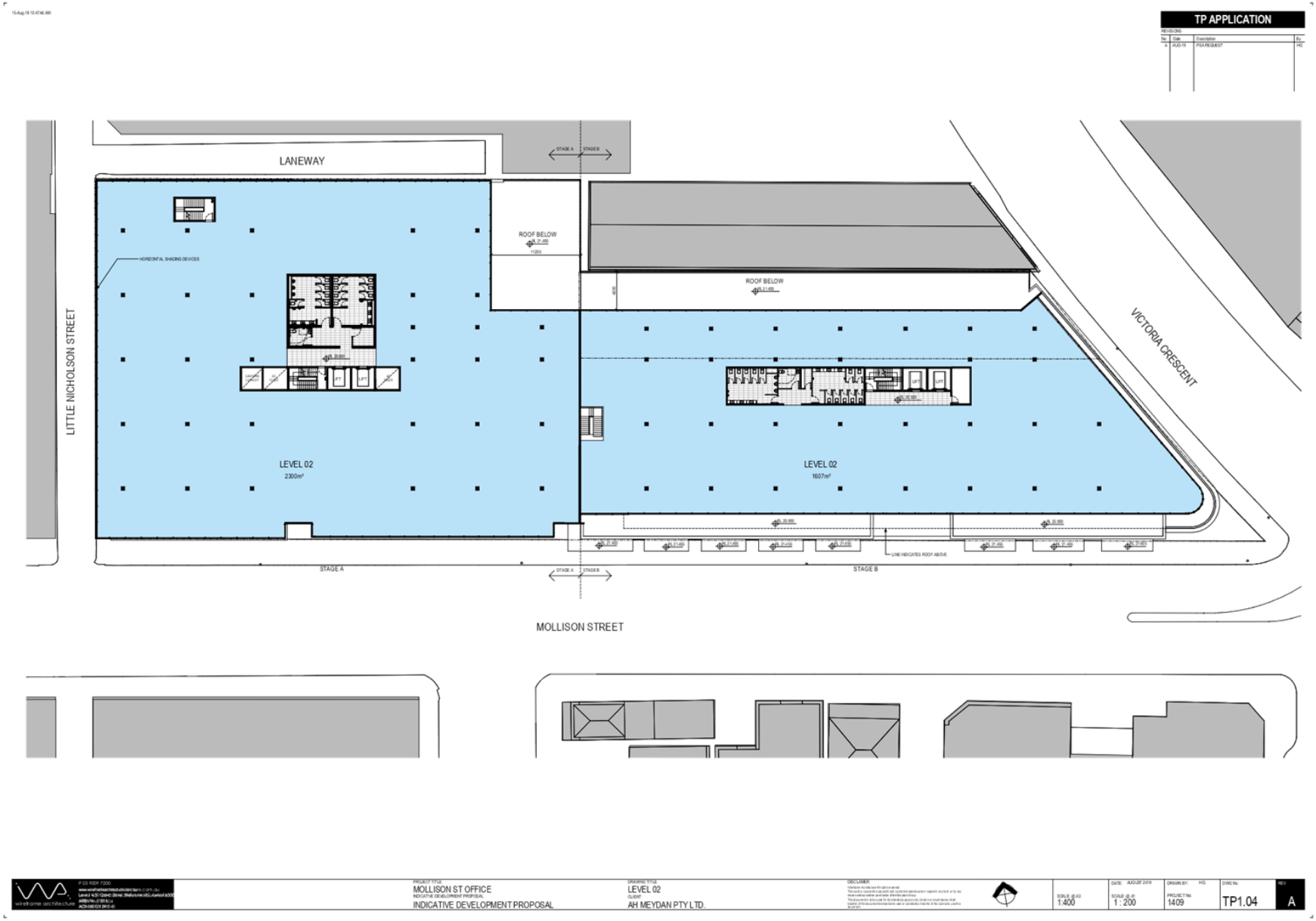
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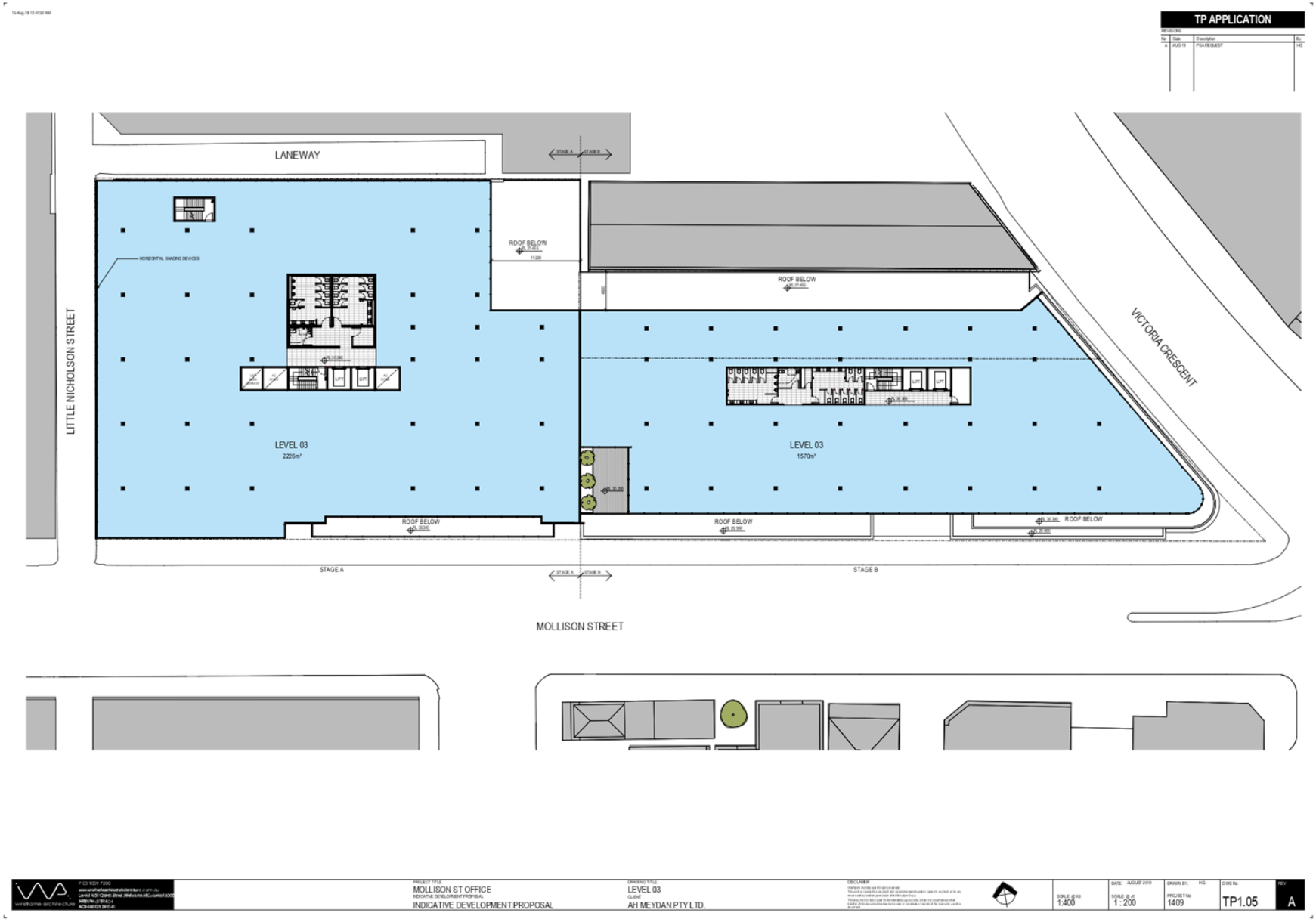
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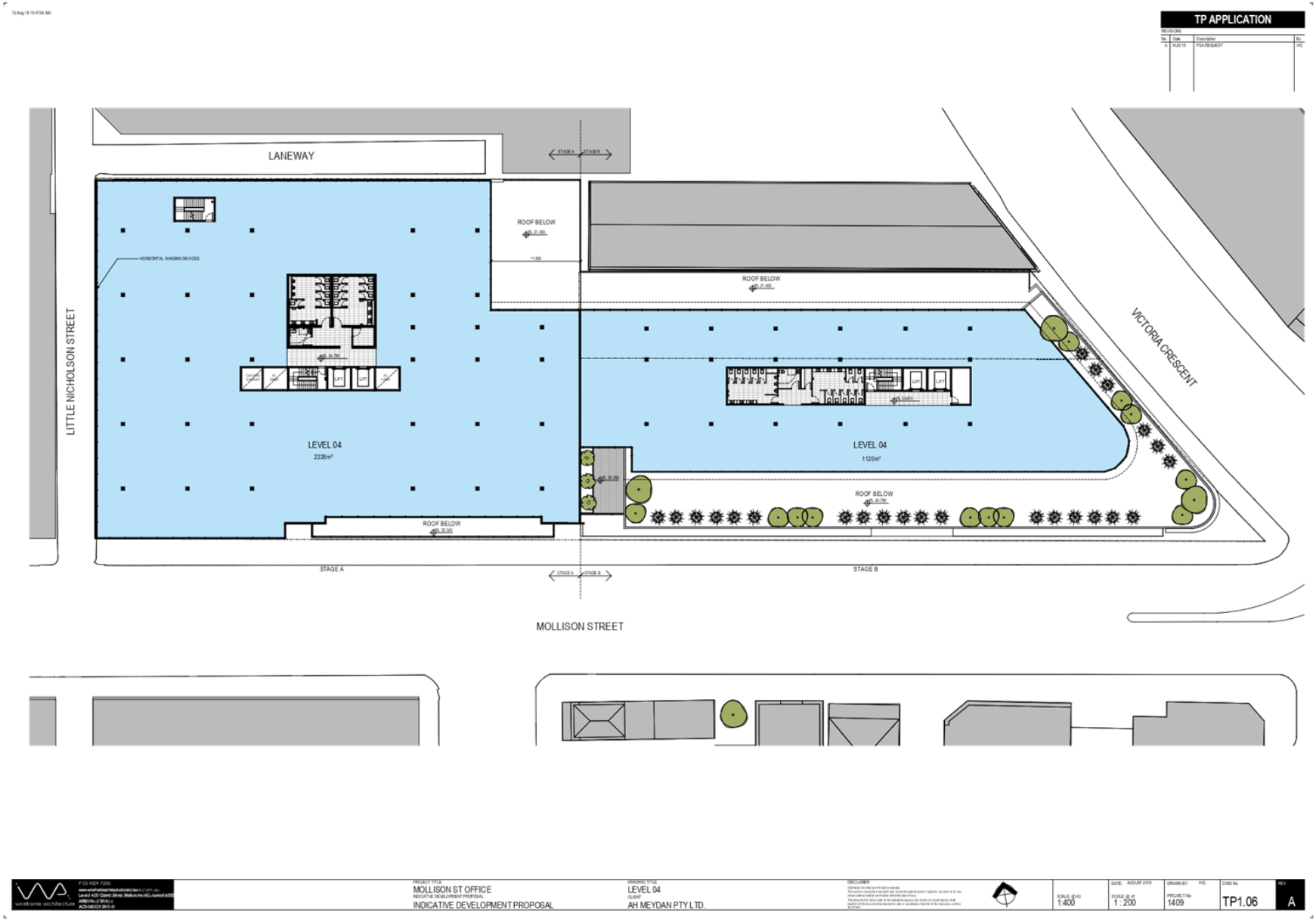
Attachment 3 - Attachment 3 - Planning Scheme Amendment Request C280yara



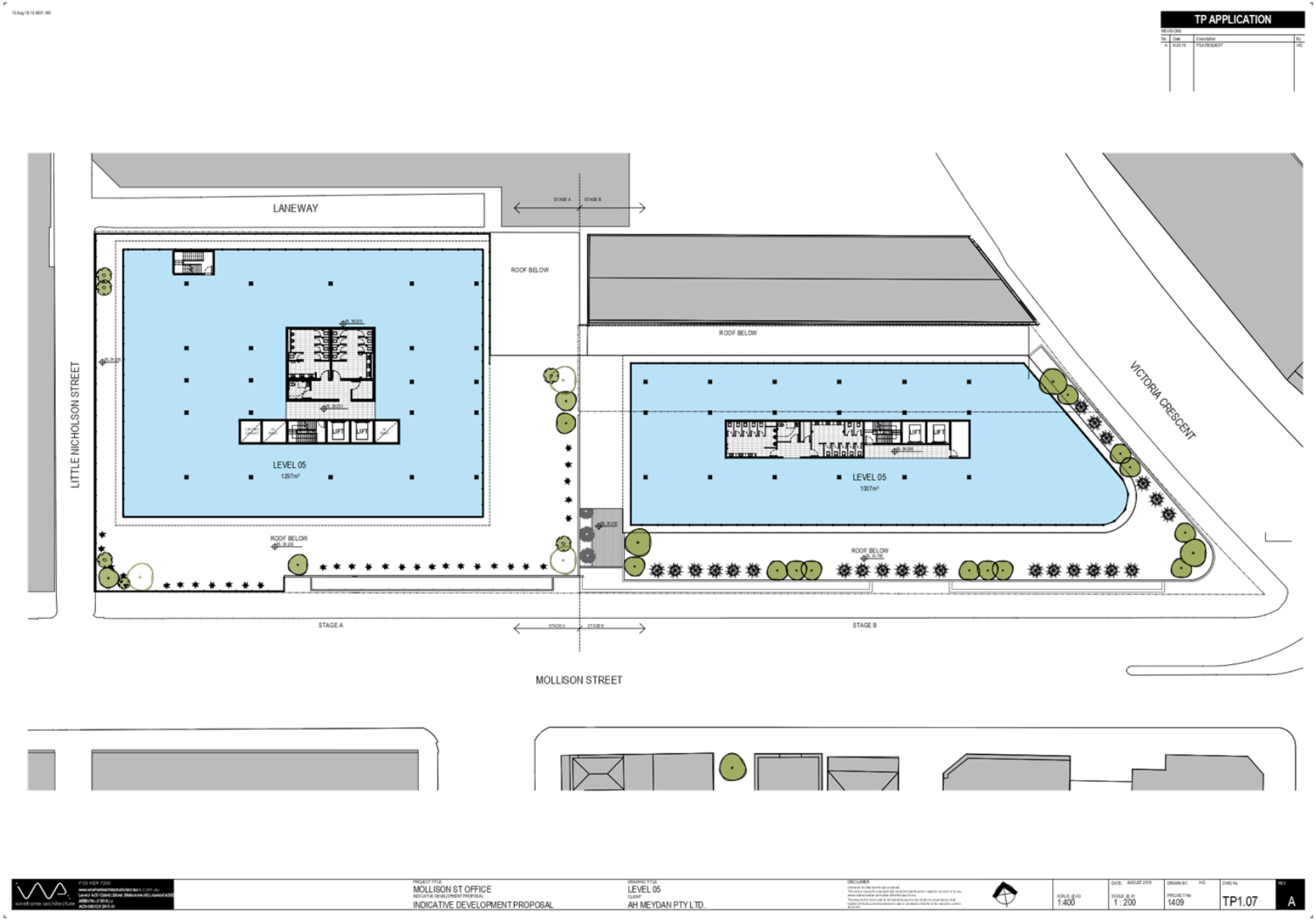
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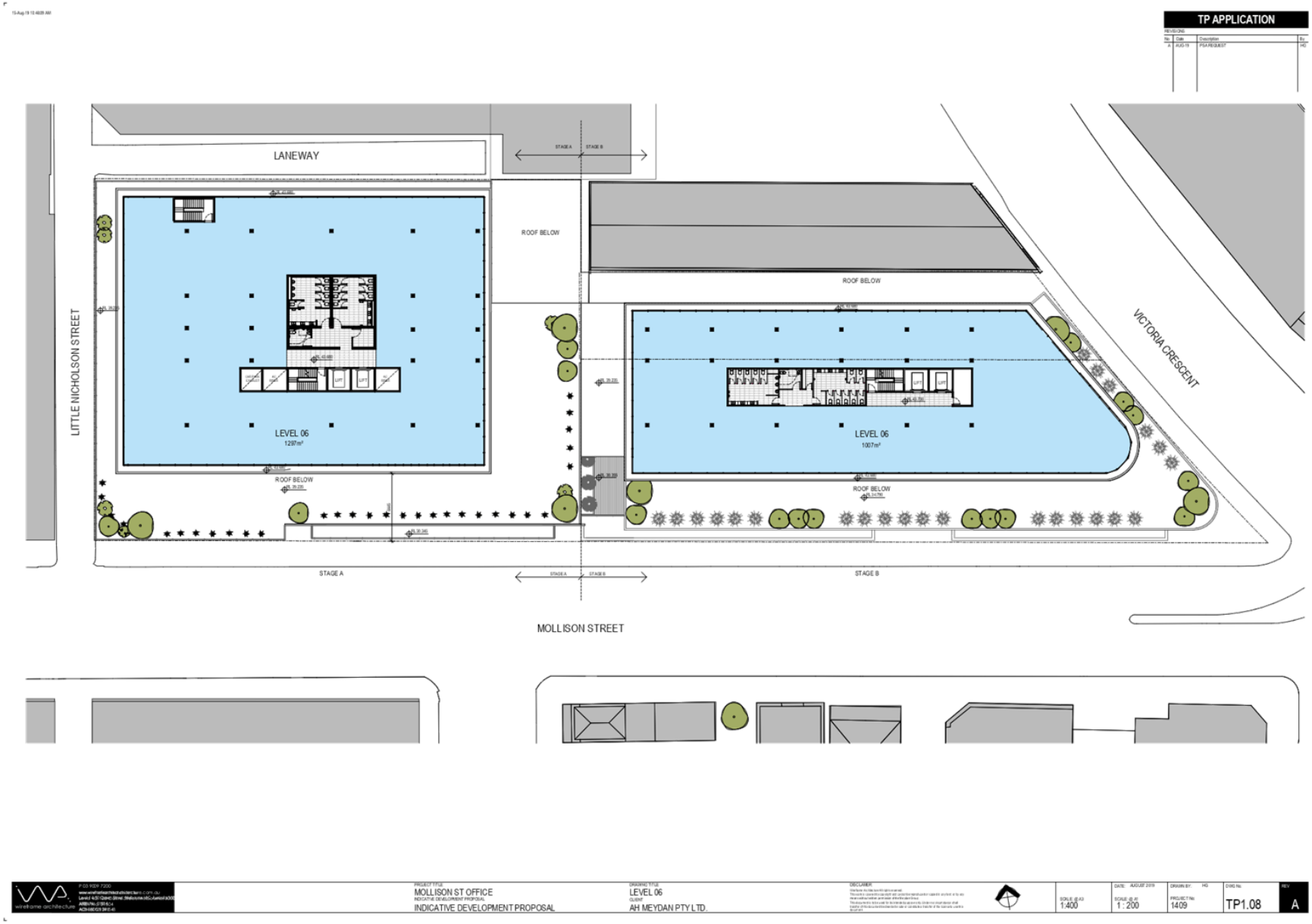
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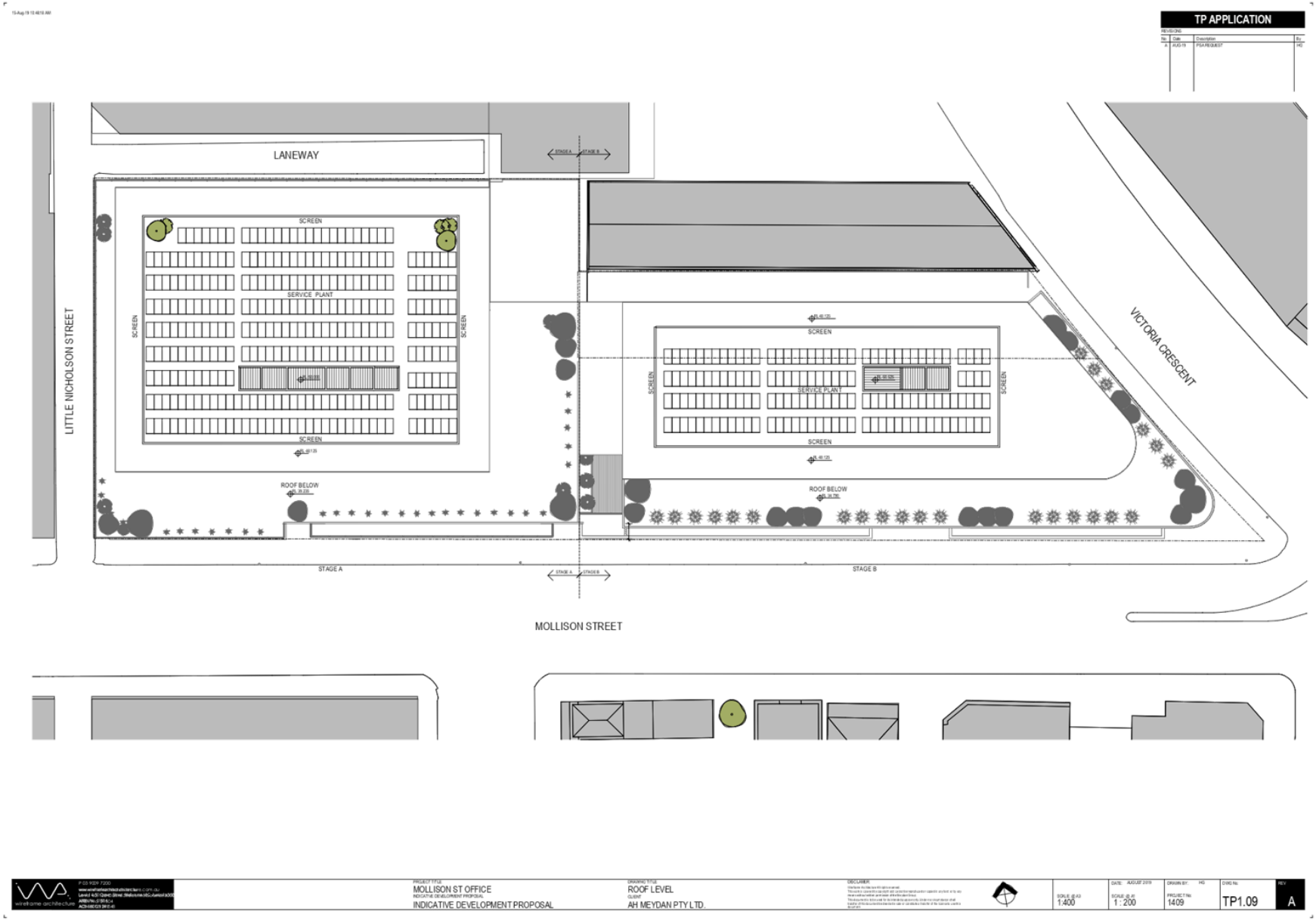
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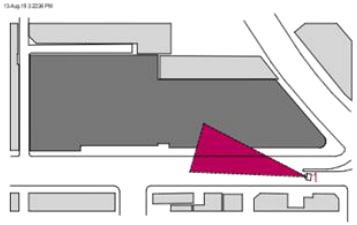
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Attachment 3 - Attachment 3 - Planning Scheme Amendment Request C280yara



Attachment 3 - Attachment 3 - Planning Scheme Amendment Request C280yara



TP APPLICATION

REVISIONS

No	Date	Description	By



williamsonarchitecture

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MOLLISON ST OFFICE

DRAWING TITLE
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AH MEYDAN PTY LTD.

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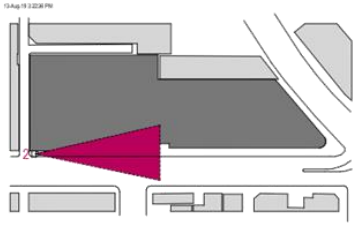
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PROJECT No
1409

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Attachment 3 - Attachment 3 - Planning Scheme Amendment Request C280yara



TP APPLICATION

REVISIONS

No	Date	Description	By



williamsonarchitecture

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MOLLISON ST OFFICE
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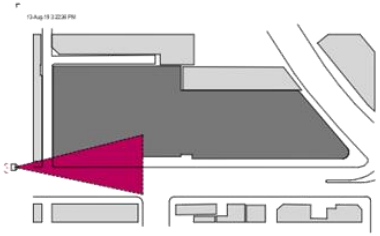
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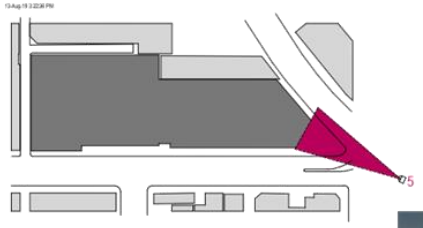


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Attachment 3 - Attachment 3 - Planning Scheme Amendment Request C280yara



Attachment 3 - Attachment 3 - Planning Scheme Amendment Request C280yara



TP APPLICATION

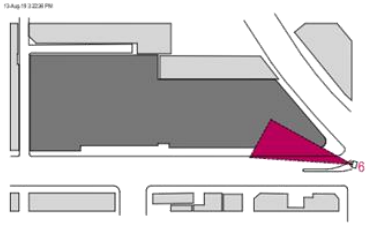
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		CLIENT: AH MEYDAN P.TY L.TD.								

Attachment 3 - Attachment 3 - Planning Scheme Amendment Request C280yara



TP APPLICATION

REVISIONS

No	Date	Description	By



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PROJECT TITLE
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DRAWING TITLE
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AH MEYDAN PTY LTD.

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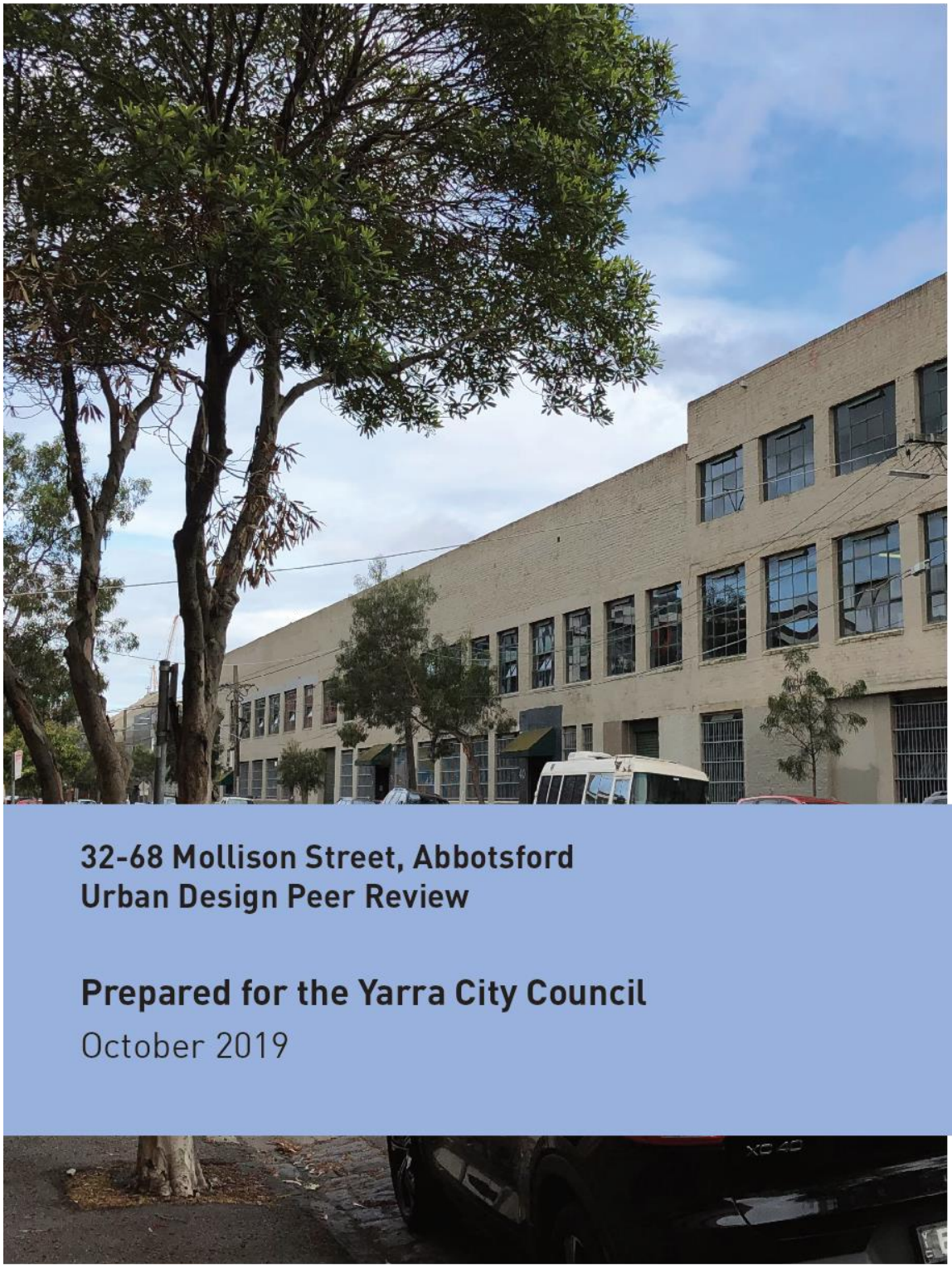
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1409

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N06

REV

Attachment 4 - Attachment 4 - Urban Design Peer Review



32-68 Mollison Street, Abbotsford
Urban Design Peer Review

Prepared for the Yarra City Council

October 2019

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Hodyl+Co

This independent report has been prepared for Yarra City Council. All due care has been taken in the preparation of this report. Hodyl + Co, however, are not liable to any person or entity for any damage or loss that has occurred, or may occur, in relation to that person or entity taking or not taking action in respect of any representation, statement, opinion or advice referred within this report.

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Hodyl+Co

Prepared by Hodyl + Co for the Yarra City Council
Project team: Leanne Hodyl + Bec Fitzgerald
www.hodyl.co

October 2019
Version A

Contents

Introduction	4
Site and context	6
Part A: Indicative Development Review	8
Part B: Planning Scheme Amendment Recommendations	14

Introduction

1) In September 2019 I was engaged by the Yarra City Council to provide an independent peer review of a proponent-led Planning Scheme Amendment request for 32-68 Mollison Street Abbotsford.

2) The site was previously subject to a proponent-led Planning Scheme Amendment (C170) in 2013 that rezoned the site from Industrial 1 Zone to Business 3 Zone and applied an Incorporated Plan Overlay Schedule and an Environmental Audit Overlay to the site.

3) The purpose of the Incorporated Plan Overlay (see Figure 1) was to facilitate the use and development of the land at 32-68 Mollison Street for office, commercial and other compatible uses.

4) The Incorporated Plan Overlay included the following key provisions -

- A mandatory maximum height of 23 metres (5 storeys), the management of the northern interface to provide for continued industrial purposes, a building setback above the parapet of 2m, and a preferred vehicle entry/exit identified on Mollison Street and Victoria Crescent.
- The current Planning Scheme Amendment requests an increase in the permitted maximum height from five to seven storeys.
- An existing planning permit applies to the site (PLN17/0679) that permits a five storey office building with two levels of basement parking.
- The planning permit applies to the area within the Incorporated Plan Overlay and a site to the north-east (10 Victoria Street).

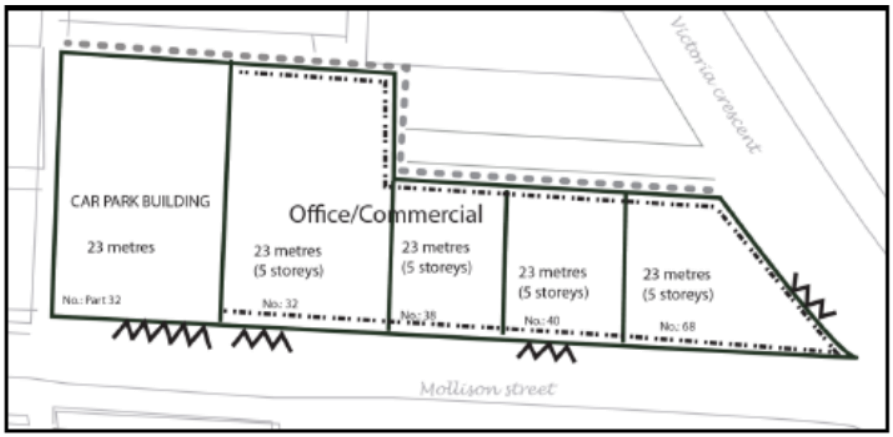


Figure 1 Incorporated Plan Overlay (C170).

5) The existing permit allows the site to be developed in two stages (see Figure 2). The developer has indicated their intention is that Stage 1 of the development progresses while the current Planning Scheme Amendment is assessed. Details of how they propose to manage the development are included in the Planning Scheme Amendment Request.

6) Our urban design review is focused on assessing the merit of the indicative development, identifying what revisions to the design are required and therefore recommending revisions to the Planning Scheme Amendment that would be necessary to deliver acceptable urban design outcomes.

7) The review is divided into Part A: Indicative Development Review and Part B: Planning Scheme Amendment Recommendations.

8) Part A: Indicative Development Review is an urban design assessment of the indicative development provided in Attachment 3 of the Planning Scheme Amendment Request (p.77 - p.94).

9) Part B: Planning Scheme Amendment Recommendations is an assessment of the proposed Planning Scheme Amendment provided in Attachment 2 of the Planning Scheme Amendment Request (p.69 - p.76).

10) Part B includes a summary of recommendations to inform the Planning Scheme Amendment and facilitate best-practice urban design outcomes on the subject site.

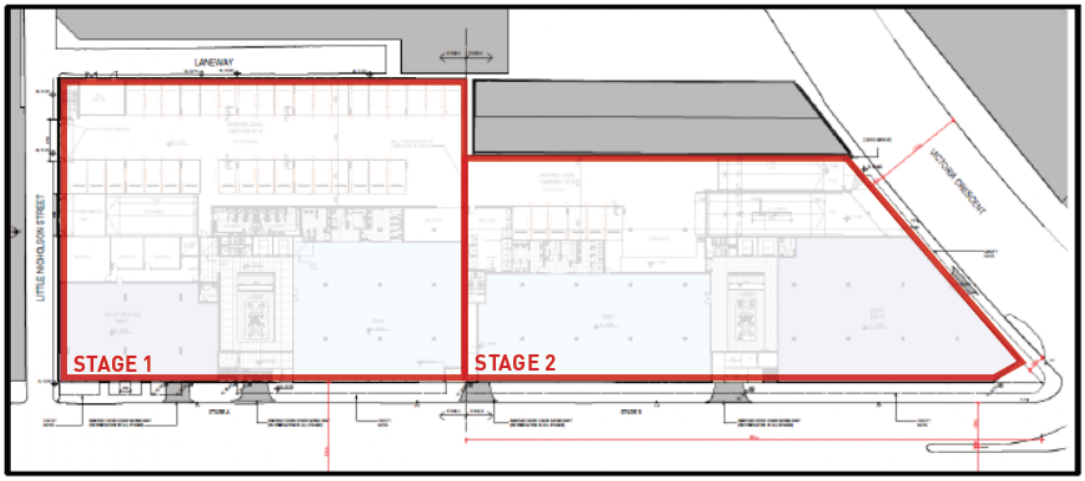


Figure 2 Approved permit at 32-68 Mollison Street and 10 Victoria Crescent.

Site and context

11) The site is located at 32-68 Mollison Street, Abbotsford. It is bounded by Victoria Crescent to the east, Mollison St to the south, Little Nicholson St to the west and by two private sites to the north.

12) It has a street frontage of approximately 147 metres to Mollison St (southern interface), 46 metres to Victoria Crescent (eastern interface) and 47 metres to Little Nicholson St (Western interface). It is an irregular shape with a total area of 4,360m^2.

13) It is located to the south-east of an ageing industrial precinct to the west of the Yarra River. The industrial precinct is predominantly warehouses of varying scales with some more recent commercial developments.

14) There is a mixture of buildings to the south of the subject site. These include:

- The individually significant Former Denton Hat Mills, a three storey brick warehouse that has been adapted into a mixed-use development.
- A recently completed four storey apartment development with a one storey brick street wall (see Figure 4).
- A mixture of 1-2 storey commercial buildings and warehouses (see Figure 5).

15) The precinct to the south is predominantly covered by heritage overlays.

16) To the east of the subject site is a two storey commercial development and a one storey warehouse.

17) There are two approved developments neighbouring the subject site.

- To the west of the site (20-30 Mollison Street) is an eight storey office building with a rooftop garden and an overall height of 33.5m. The office has a high-level of activation at the ground floor, provides a new pedestrian connection to the north of the site and has a defined three storey podium with varying setbacks at upper levels.
- To the north of the site (12-20 Victoria Crescent) is an office building which varies in height from five storeys (at the eastern interface) to seven storeys (at the western interface) with the roof/plant creating an additional storey. The approved development has an overall height of approximately 33 metres.

18) The approved development at 12-20 Victoria Crescent includes the retention of a portion of a heritage building, a high-level of activation to Victoria Crescent and a break in the massing at the second level to create two distinct upper level forms of varying heights (see Figure 3).

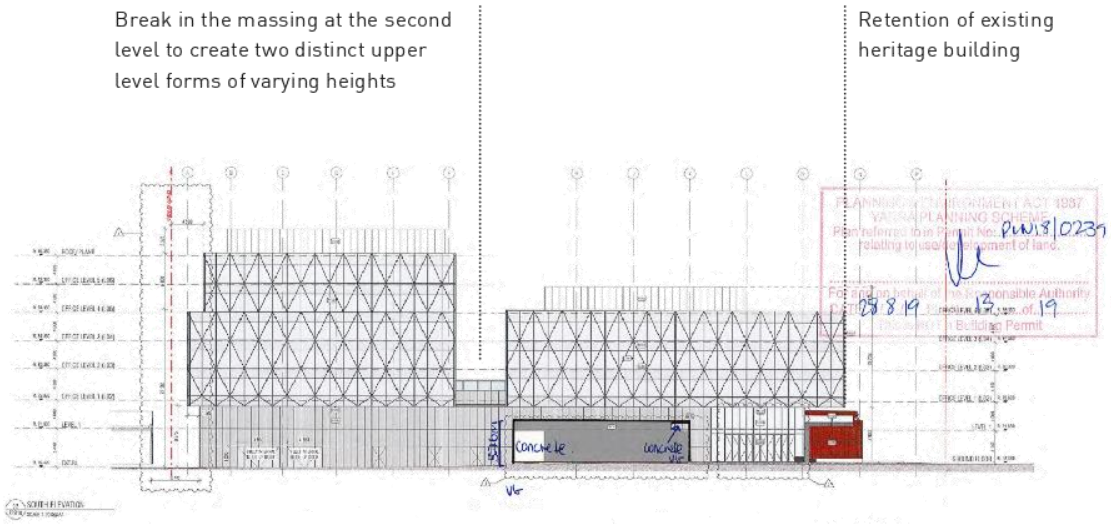


Figure 3 Approved permit at 12-20 Victoria Crescent (with key factors noted).



Figure 4 Looking north-west along William Street towards the subject site.



Figure 5 Looking west along Mollison Street from the intersection of Victoria Crescent and Mollison Street.

Part A: Indicative Development Review

19) An urban design review of the indicative development was undertaken.

20) The proposed increase in the overall height limit will have a significant impact on the surrounding area and this proposition has therefore triggered a broader review of the overall site layout and massing as well as the overall height.

21) Upon review of the indicative development, a series of urban design recommendations have been made. The discussion supporting these recommendations has been grouped under the following directions:

- Managing the ground plane
- Establishing an appropriate podium
- Creating a responsive massing strategy

Managing the ground plane

22) The industrial history of this precinct has resulted in limited granularity of the street network when compared with the surrounding residential areas.

23) This results in challenges in managing the street network and traffic requirements within large sites.

24) Although there is a natural logic to placing vehicular entrances of rear laneways, this is increasingly challenging as these laneways often lack the capacity to manage the large volumes of traffic generated by new developments.

25) Widening Little Nicholson St at the Mollison St intersection will assist in managing traffic flow but will still channel high volumes of traffic onto a narrow street with limited capacity.

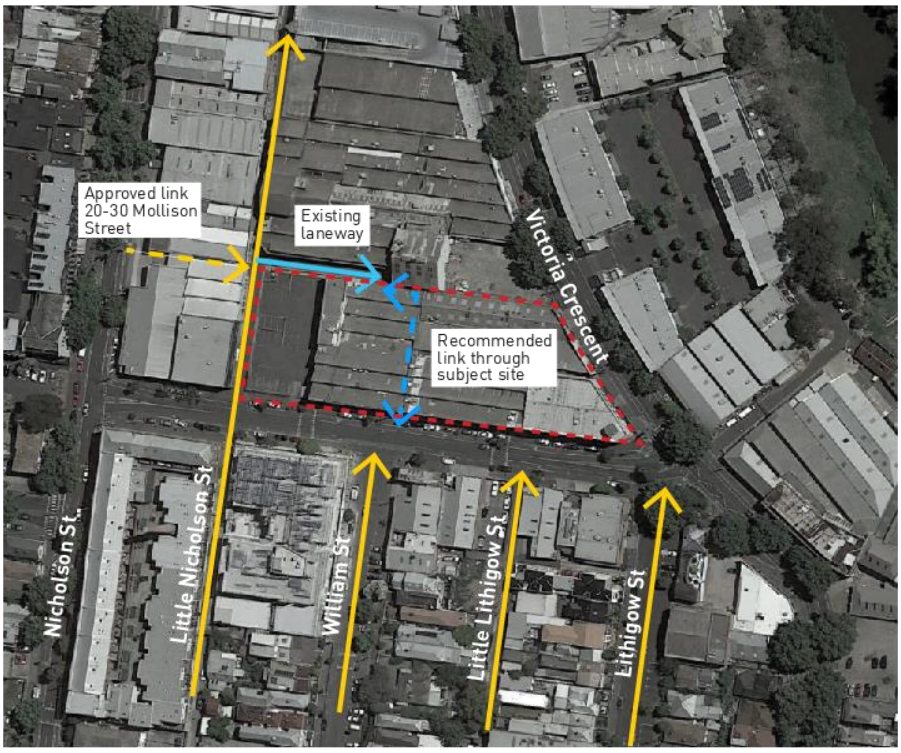
26) The subject site represents the termination of three residential streets to the south of the subject site. These are William Street, Little Lithigow Street and Lithigow Street, with Little Lithigow Street predominantly functioning as a rear laneway.

27) There is an opportunity to extend William Street to the north which would offer the following benefits within the subject site:

- Reducing visual bulk at the Mollison Street frontage by breaking up the overall massing, particularly as its viewed from the low-scale residential dwellings on William Street.
- Providing an opportunity to reduce traffic impacts on Little Nicholson Street by locating the carpark entrance off a new service laneway.
- Improving amenity at the lower levels of the building by increasing outlook.
- Connecting to the existing laneway to the north of the site and effectively expanding the pedestrian network in line with the proposal at 20-30 Mollison Street in which an east-west pedestrian link has been provided at the northern interface.

Recommendations

- Provide a pedestrian link that connects William Street to the existing laneway to the north of the site (nominally 6m in width).
- Vehicle access to the subject site should occur off a new service laneway within the site.



Subject site
Recommended link through subject site
Existing streets to the south of the subject site
Existing laneway abutting subject site
Approved link at 20-30 Mollison Street

Figure 6 Looking north-west along William Street towards the subject site.

Establishing an appropriate podium

28) A site of this scale requires a sophisticated massing strategy that responds to the surrounding context and minimises the bulk of the development.

29) The Mollison Street frontage is approximately 147 metres wide and visual bulk needs to be carefully managed at this interface.

30) The existing building on the site has an overall height of three storeys, stepping down to two storeys to the west of the site (see Figure 7).

31) There are recent positive development examples in the surrounding context in which the existing warehouse has been adopted as the podium with the upper level forms setback (see Figure 8).

32) Although the existing building is not to be retained at 32-68 Mollison Street, the overall height of the existing building provides a starting point for establishing an appropriate street wall height that is in keeping with the existing character and context.

33) The recently approved development at 20-30 Mollison Street also provides an indication of emerging street wall heights. This building design establishes a three storey podium in predominantly recycled brick. The podium is reinforced by variable upper level setbacks, a recessed terrace at the fourth storey and a distinct change in materiality above the podium (see Figure 11).

34) This is most effective at the Nicholson Street interface where a 4.5 metre setback and a change in materiality creates a clear distinction between the podium and upper levels.

35) A successful podium strategy requires this differentiation through massing and materiality. Material differentiation that isn't supported by a change in the massing effectively creates a 'facade' podium that cannot be read in three dimensions.

36) Figure 8, Figure 10 and Figure 11 all establish context specific podiums in which there is a clear distinction between the podium and upper levels achieved through massing and materiality. These range in height from one storey to three storeys.

37) The success of these massing strategies is that there is a clear visual distinction between the podium and the upper levels that does not just rely on a change in materials.

38) This requires a setback above street wall that assists in making the upper levels appear visually recessive. The existing setback above the street wall specified in the Incorporated Plan Overlay is 2m.

39) An increase in the setback to 3 metres to Mollison Street and Victoria Crescent is considered more appropriate in the context of increasing the overall height to seven storeys.

40) A 3 metre setback is also considered more appropriate to the northern boundary, in order to create adequate building separation at the upper levels.



Figure 7 Existing building looking west along Mollison Street.



Figure 8 Building at corner of Gipps St and Nicholson St.



Figure 9 Building at corner of Gipps St and Nicholson St.



Figure 10 Building at corner of William St and Nicholson St.



Figure 11 Proposed development to the west of the subject site (20-30 Mollison St.

41) This would create a more distinctive break between the podium and upper levels and assist in managing visual bulk at upper levels.

42) This should be increased to 5 metres at the Little Nicholson Street interface to ensure that human-scale is retained along this narrow street (approximately 5 metres wide).

43) The site has a triangular shape at the south-eastern corner. This corner should be chamfered to mark the corner and create a generous widening of the footpath at the intersection.

44) This also creates a positive reference to the existing building which has used the same strategy to mark the corner and manage the irregular site shape at the intersection (see Figure 12).

45) The indicative development proposal chamfers the corner at the ground level and then cantilevers the building over the corner at the upper levels.

46) This is considered an unacceptable approach that undermines the podium strategy and creates undefined space at the ground level that make no positive contribution to the public realm.



Figure 12 Chamfered corner of the existing building as viewed from the intersection of Mollison Street and Victoria Crescent.

Recommendations

- Street wall height should range from three to four storeys: three storeys to Little Mollison Street and four storeys to the corner of Mollison Street and Victoria Crescent.
- Introduce a setback above the street wall of 3m from Mollison Street and Victoria Crescent
- Introduce a 5m setback above the street wall at Little Nicholson Street
- Introduce a 3m setback from the boundary or the laneway centreline to the north of the site.
- Require material definition between the podium and upper levels that is responsive to the local context and character. Podium materials should be detailed and robust with visually recessive materials used at upper levels.
- Corner should be chamfered at the Mollison St and Victoria Crescent intersection to mark the corner. No cantilevering should occur at upper levels.

Creating a responsive height strategy

47) The subject site is located at a sensitive interface and marks the transition from industrial and commercial buildings to lower scale housing.

48) The existing development approvals to the north and west of the site will establish a new height datum for the precinct.

49) The site to the west has an approximate overall height of 33.5 metres. The site to the north varies across the site with the eastern upper form setback from Victoria Crescent (25 metres) and the western upper form (33 metres).

50) The subject site is more comparable in size (4,360m²) to the site to the north (approximately 4,100m²).

51) The site to the north provides a distinct break in the massing above a two storey podium. The separation between these upper level forms is approximately 7.5 metres (see Figure 3).

52) This is unsuccessful in the proposed development on the subject site which provides no distinctive break between the upper level forms for the first five storeys.

53) The existing approved development has an approval for five storeys with no break in-between the upper level forms. However, if the overall height is increased to seven storeys this effectively changes the typology and requires greater management of visual bulk at upper levels.

54) This is unacceptable outcome which would create unreasonable visual bulk when viewed from Mollison St and when approaching from the streets to the south which have a predominantly low-scale character.

55) A distinct break should be created in the form of a new pedestrian link (see recommendation on page 8) and upper level setbacks that effectively break the building into three upper level forms.

56) The height should then vary across the site to respond to the emerging heights of adjacent approvals.

57) An overall height of 32 metres to the west stepping down to 23 metres to the east of the site.

58) The proposed approach to massing and overall height would have the following benefits:

- Reducing visual bulk, as it is perceived from adjacent buildings, Mollison St and streets to the south of the subject site.
- Improving the efficiency and internal amenity of commercial floorplates.
- Creating a perception of multiple buildings of varying heights rather than one large monolithic building.

Recommendations

- Building should read as three separate upper level forms set within a three/four storey podium.
- Upper level forms should have a minimum separation of 6 metres.
- Maximum overall height of 32 metres to the west of the site, stepping down to 23 metres to the east of the site.

Part B: Planning Scheme Amendment Recommendations

59) My assessment of the proposed Planning Scheme Amendment is focused on its effectiveness in delivering positive urban design outcomes as identified in Part A. The current Planning Scheme Amendment drafting would fail to deliver adequate urban design outcomes.

60) The Schedule should be updated to incorporate the previously stipulated recommendations:

- Provide a pedestrian link that connects William Street to the existing laneway to the north of the site (nominally 6m in width).
- Vehicle access to the subject site should occur off a new service laneway within the site.
- Maximum overall height of 32 metres to the west of the site, stepping down to 23 metres to the east of the site.
- Street wall height should range from three to four storeys: three storeys to Little Mollison Street and four storeys to the corner of Mollison Street and Victoria Crescent.
- Introduce a setback above the street wall of 3m from Mollison Street and Victoria Crescent
- Introduce a 5m setback above the street wall at Little Nicholson Street
- Require material definition between the podium and upper levels that is responsive to the local context and character. Podium materials should be detailed and robust with visually recessive materials used at upper levels.
- Corner should be chamfered at the Mollison St and Victoria Crescent intersection to mark the corner. No cantilevering should occur at upper levels.
- Building should read as three separate upper level forms set within a three/four storey podium.
- Upper level forms should have a minimum separation of 6 metres.
- Maximum overall height of 32 metres to the west of the site, stepping down to 23 metres to the east of the site.

61) As per the recommendations, a specific street wall height, variable overall height, requirement for separation between upper level forms, minimum separation distance between upper levels forms and a setback above the street wall height should be introduced.

62) The statement 'separation of the built form **OR** design treatments to ensure it does not appear as one building mass' is not supported, design treatments must occur in combination with building separation to effectively manage visual bulk. The objective should therefore use the word **AND** not **OR**.

63) The modification of the 'active ground floor' requirements are not supported. The proposed development should provide above 80% active frontages to the Mollison Street and Victoria Crescent frontage (including individual entrances to tenancies). This will be facilitated by the provision of a service laneway.

64) The suggestion to incorporate an overshadowing requirement to protect the south side of Mollison Street is supported.



Figure 13 Render of indicative development, looking east along Mollison Street.

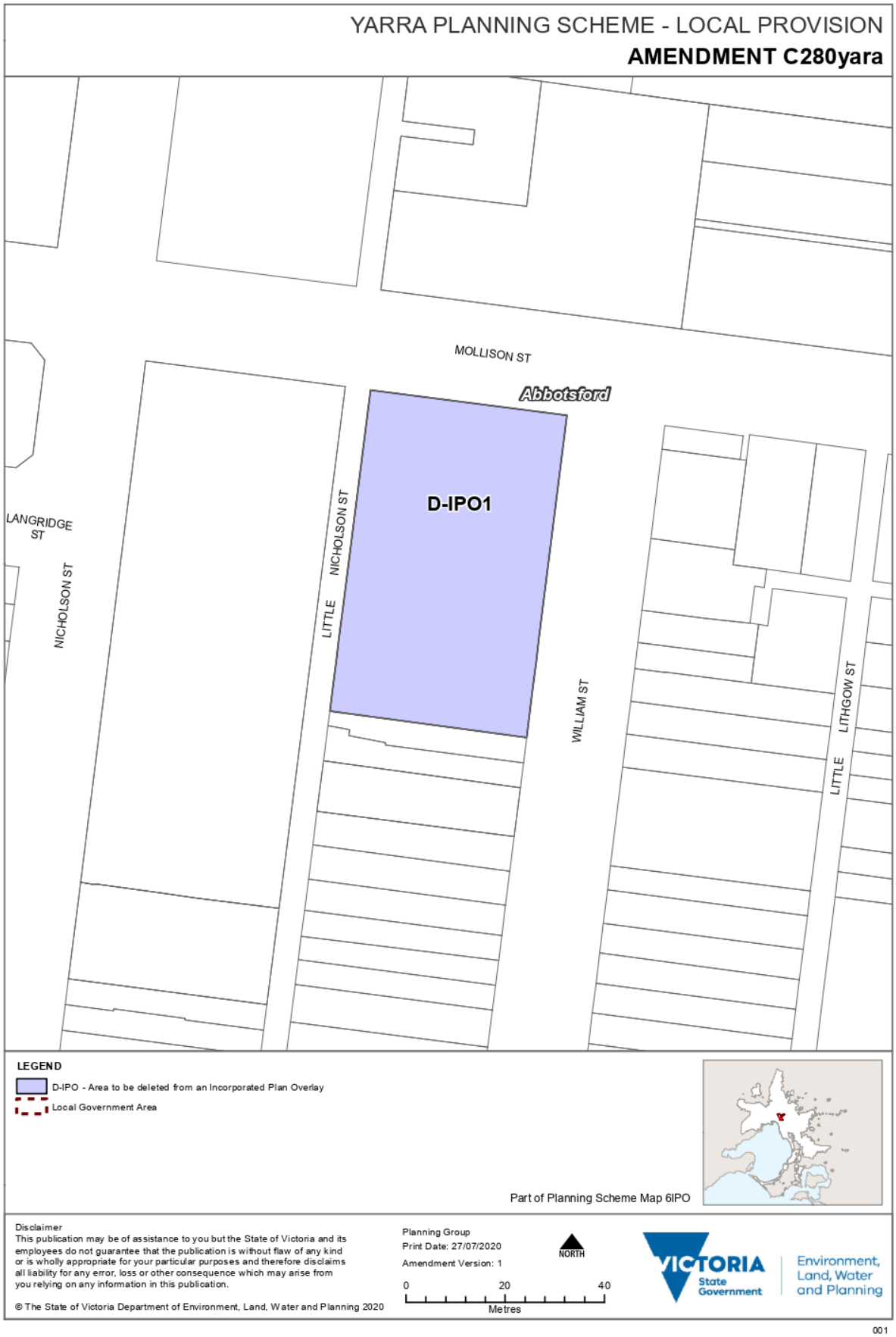
Attachment 4 - Attachment 4 - Urban Design Peer Review

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Attachment 5 - Attachment 5 - IPO Amendment Map



Attachment 6 - Attachment 6 - Proposed Changes

Planning and Environment Act 1987

YARRA PLANNING SCHEME

AMENDMENT C280yara

INSTRUCTION SHEET

The planning authority for this amendment is the Yarra City Council.

The Yarra Planning Scheme is amended as follows:

Planning Scheme Maps

The Planning Scheme Maps are amended by a total of 1 attached map sheet.

Overlay Maps

1. Amend Planning Scheme Map No. 6IPO is in the manner shown on the 1 attached map marked "Yarra Planning Scheme, Amendment C280yara".

Planning Scheme Ordinance

The Planning Scheme Ordinance is amended as follows:

2. In **Overlays** – Clause 43.03, replace Schedule 1 with a new Schedule 1 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

4.3 Amendment C245 - Theatres Studies and Fix Up Amendment - Panel Report

Executive Summary

Purpose

The purpose of the meeting is to consider the report of the independent Planning Panel in relation to Amendment C245 and consider the officer recommendations. Council needs to decide whether to adopt the Amendment with or without changes, or whether to abandon the Amendment.

Key Issues

The report from the Panel, appointed to consider Amendment C245, has been received.

The Panel concluded that the Amendment is generally supported by, and implements the relevant section of the Planning and Policy Framework. It also considered the Amendment generally well founded and strategically justified, although there were some elements the Panel did not support.

Council must now consider whether or not to adopt the Amendment, with or without changes. Alternatively under the *Planning and Environment Act 1987*, Council could choose to abandon the Amendment or parts of the Amendment.

Financial Implications

The financial cost of planning scheme amendments is included in the budget of Council's Strategic Planning Unit for 2019/20.

PROPOSAL

In summary, it is proposed that Council considers the Planning Panel and officer report for Amendment C245 and decides whether to:

(a) adopt all or part of the Amendment, with or without changes; or

(b) abandon all or part of the Amendment.

The report concludes that Council should adopt the Panel's recommendations.

4.3 Amendment C245 - Theatres Studies and Fix Up Amendment - Panel Report

Reference: D20/122149
Authoriser: Director Planning and Place Making

Purpose

1. The purpose of the meeting is to consider the report of the independent Planning Panel in relation to Amendment C245 and consider the officer recommendations. Council needs to decide whether to adopt the Amendment with or without changes, or whether to abandon the Amendment.

Background

2. Amendment C245 proposes to correct identified heritage overlay errors and zone anomalies within the Yarra Planning Scheme and implement the recommendations and findings of recent heritage studies and citations.

3. It applies to 72 different places, of which 44 include errors or anomalies within Heritage Overlays, 11 with zoning and 17 are recommendations from recent heritage studies. A complete summary of places affected and the exhibited proposed changes is at **Attachment 1.**

Exhibition and Submissions

4. Amendment C245 was placed on public exhibition from 18 July – 19 August 2019.

5. Nine submissions were received (including four late submissions) prior to Council considering submissions on 26 November 2019. Two submissions were received after the Council meeting.

6. At the Ordinary Council Meeting of 26 November 2019, Council considered the nine submissions and resolved to refer Amendment C245 and all submissions to an independent Planning Panel.

7. At that meeting Council also resolved to:

   (a) advise the Panel of its intention to abandon the proposal for internal controls for the former Richmond Cinema and Burnley Theatre;

   (b) continue to pursue the internal heritage controls for the former Austral Theatre; and

   (c) advise the Panel of its intention to abandon the proposal to remove HO109 (which applies to the Former William Peatt Boot Factory) from 14 Glasgow Street, Collingwood to enable further work to be undertaken.

8. The two further late submissions received after the Council meeting were also referred to the Panel. These submissions objected to the proposed deletion of the internal controls for the former Richmond Cinema and the former Burnley Theatre.

Planning Panel Hearing

9. A single person panel (Mr. John Roney) was appointed by the Minister for Planning.

10. At the hearing, Council was represented by legal counsel and called two heritage witnesses, Anita Brady and David Helms.

11. The Panel Hearing was held from 22 - 24 April 2020 via video conferencing rather than the usual face to face format due to COVID19.

12. Seven parties were heard by the independent Planning Panel, including the three owners of the theatres, one of the owners of 202-206 Church Street (representing two of the properties), the Collingwood Historical Society and two individual submitters with an interest in heritage. A further submitter made a written submission only to the Panel.

Overall Panel Findings

13. The Panel Report was received on 27 May 2020 and released on 16 June 2020. It is at **Attachment 2.**

14. The Panel recommended the Amendment should be adopted as exhibited subject to changes.

15. The Panel concluded that the Amendment is generally supported by, and implements the relevant section of the Planning and Policy Framework. It also considered the Amendment generally well founded and strategically justified, although there were some elements the Panel did not support.

Next steps in the amendment process

16. The next phase of the Amendment is the final step in the process for Council. The way in which Council considers the adoption is prescribed in the *Planning and* Environment *Act 1987* (the Act).

17. Under Sections 27, 28 and 29 of the Act, Council must:

    (a) consider the Panel's report before deciding whether or not to adopt the amendment; and then;

    (b) either abandon all or part of the Amendment; or

    (c) adopt all or part of the Amendment with or without changes.

18. Section 9 of the *Planning and Environment Regulations 2015* (the Regulations) sets out the information to be submitted to the Minister for Planning under Section 31 of the Act. Council must provide the following:

    (a) the reasons why any recommendations of a Panel were not adopted; and

    (b) a description of and the reasons for any changes made to the amendment before adoption.

19. **Attachment 3** to this report sets out what the Panel recommended. It explains why or why not recommendations were adopted.

20. **Attachment 4** describes every change made by Council to the Amendment from exhibition to the version of the amendment proposed for adoption and gives reasons for the change.

21. **Attachments 5-18** contain the amendment documents for adoption.

Site-specific Panel findings and officer recommendations

22. Officers recommend accepting all changes proposed by the independent Planning Panel (see Attachment 3). (NB - Appendix D of the Panel Report provides a marked-up version of the Panel's proposed changes to the Amendment.)

23. The Panel's findings and officer recommendations for the seven places discussed at the hearing are as follows:

Former Burnley Theatre

Current controls & proposed changes under Amendment C245	Summary of Panel recommendations
Current Site specific (individual) Heritage Overlay (HO286). *Proposed* No change is recommended to the current HO controls and level of significance. Internal controls for the site were proposed, however, after considering submissions Council resolved to indicate to Panel an intention to abandon these controls. New Statement of Significance exhibited reflecting the Theatres Study, work by GJM and the proposal for internal controls. (At the Panel Hearing to align with Council's resolution of 26 November 2019, officers proposed to delete references to interiors.)	The Panel agrees with Council's intention to abandon the internal controls. The Panel found the interior of the building has been extensively modified and does not justify internal heritage controls. No changes should be made to the existing Statement of Significance at this time. Any changes should only proceed following further consideration of the heritage significance of the place and through a separate public process.

Commentary

24. Prior to the Panel hearing, significant water damage had occurred to the interior of the building and large portions of the interiors were removed (an issue of concern to a number of submitters.) However, this was investigated by Council's Planning Enforcement Coordinator and Building Surveyor and it was determined that no planning enforcement was required as there are no current internal controls in the Yarra Planning Scheme that apply to the site. Therefore there was no breach in removing the interior panelling.

25. At the Panel, officers submitted that Council no longer sought the inclusion of internal heritage controls for the former Burnley Theatre (consistent with resolution passed on 26 November 2019).

26. The Panel supported Council's position. It noted that the bar for applying internal controls to buildings is very high. *Planning Practice Note 1 (PPN01) – Applying the Heritage* Overlay is the starting point for the assessment of internal heritage controls. PPN01 states that '*This provision should be applied sparingly and on a selective basis to special interiors of high significance'*.

27. It concluded that having regard to the high threshold required to justify internal controls as set out in PPN01, internal alteration controls were not justified on the former Burnley Theatre.

28. It was also acknowledged at the hearing that a significant amount of the internal fabric which was recognised in the Statement of Significance, included in the Theatres Study, has now been removed (due to the water damage).

29. However the Collingwood Historical Society and two individual submitters submitted that the elaborate ground floor foyer and the balcony appeared to remain intact and should be individually protected. The Panel concluded that the interior (or selected parts) did not meet the required threshold to warrant heritage controls.

30. Officers support the Panel's position and recommends Council abandon internal controls for the former Burnley Theatre. This is consistent with resolution passed by Council on 26 November 2019.

31. The Panel did not support Council's proposed changes (based on the GJM Heritage report and the Theatres Study) to the existing Statement of Significance for the Burnley Theatre. It noted that the GJM Heritage report (which partly informed the Statement of Significance) is the subject of review at the forthcoming Amendment C191 Panel Hearing for Swan Street. The Panel considered that changes to the Statement of Significance should be based on more thorough and comprehensive assessments with the input of heritage experts.

32. The Panel accepted that there may be benefit in updating the existing Statement of Significance at some point in the future, however it did not support changes at this time. Any changes to the Statement of Significance should only proceed following a more considered perspective of the heritage significance of the place and through a separate amendment process.

33. Officers accept the Panel's recommendation.

Former Richmond Cinema

Current controls & proposed changes under Amendment C245	Summary of Panel recommendations
Current Partly within in the Bridge Road Precinct, Richmond (HO310). Graded 'contributory'. *Proposed* Replace the precinct control with a site specific (individual) Heritage Overlay control, which covers the whole of the property. Change grading from 'contributory' to 'individually significant'. Internal controls for the site were proposed, however, after considering submissions Council resolved to indicate to Panel an intention to abandon these controls. New site specific Statement of Significance exhibited reflecting the Theatres Study and the proposal for internal controls. (At the Panel Hearing to align with Council's 26 November 2019, officers proposed to delete references to interiors but include changes to reflect the historical information from the Theatres Study.) New Precinct Statement of Significance also exhibited.	The Panel agrees with Council's intention to abandon the internal controls. The Panel found the interior of the building has been extensively modified and does not justify internal heritage controls. The proposed site-specific Heritage Overlay (HO504) is not supported, however, the current precinct Heritage Overlay (HO310) should be extended to cover the entire property. The Panel did not support Council's proposal to change the cinema to 'individually significant'. The theatre should remain 'contributory' within HO310. Abandon the proposed site specific Statement of Significance and apply the exhibited version for HO310.

Commentary

34. At the Panel, officers submitted that Council no longer sought the inclusion of internal heritage controls for the former Richmond Cinema (consistent with resolution passed on 26 November 2019).

35. Expert evidence provided to the Panel noted the building's interior had been substantially modified. This evidence noted that the most distinctive spaces and elements from the main phases of the building (i.e. roller skating rink, conversion to a cinema, construction of a theatre) have largely been removed or demolished.

36. The Collingwood Historical Society and the two individual submitters acknowledged that the building had undergone significant change, but submitted that the trussed ceiling should be protected. One submitter noting about a quarter of the roof was still visible at the rear.

37. The Panel found that '*The extensive modifications to the interior of the building has diminished the heritage significance of the place to such an extent that it does not meet the required threshold to warrant internal heritage controls*.'

38. Officers support the Panel's position and recommends Council abandon internal controls for the former Richmond Cinema. This is consistent with resolution passed by Council on 26 November 2019.

39. Officers also accept that Panel's recommendations that:

    (a) the site should remain in the Precinct Heritage Overlay (HO310) rather than being included in its own specific Heritage Overlay (HO504). The site specific Heritage Overlay was required to enable Council to specify that internal controls would apply to the site; and

    (b) HO310 should be extended to cover the whole of the site. This is consistent with *Planning Practice Note 1* and Council's exhibited position.

40. The Panel also did not support the proposed change of grading for the former Richmond Cinema from 'contributory' to 'individually significant'. It based its decision on the evidence from the expert acting for the theatre owner who concluded the site was only just worthy of 'contributory' status.

41. Officers accept the Panel's recommendation based on the further evidence presented at the Panel noting that the extensive changes to the building which had made interpretation of the former uses difficult to understand.

42. Having concluded that the site does not justify a grading of 'individually significant', the Panel found it would be inappropriate and unnecessary to require a Statement of Significance for a 'contributory' building and rejected the proposed site specific Statement of Significance. It also rejected minor changes made to the Precinct Heritage Overlay reflecting work from the Theatres Study.

43. Officers support the Panel's recommendation. The updated Statement of Significance for the Bridge Road Precinct (HO310) as updated in the *Victoria Street and Bridge Road Precinct Review, GJM Heritage (2018)* provides a sound basis to manage the heritage significance of the place.

Former Austral Theatre

Current controls & proposed changes under Amendment C245	Summary of Panel recommendations
Current Partly included as an individually significant place in the HO324 Johnston Street Precinct. *Proposed* Replace the precinct control with a site specific (individual) Heritage Overlay control, which covers the whole of the property. Internal controls were also proposed. New Statement of Significance exhibited reflecting the Theatres Study and the proposal for internal controls.	The application of internal heritage controls was not supported. The Panel found the interior of the building has been extensively modified and does not justify internal heritage controls. The proposed site-specific Heritage Overlay (HO499) is not supported, however, the current precinct Heritage Overlay (HO324) should be extended to cover the entire property. The theatre should remain 'individually significant' within HO324. No changes should be made to the Statement of Significance at this time. Any changes should only proceed following further consideration of the heritage significance of the place and through a separate amendment process.

Commentary

44. The former Austral Theatre was the only theatre of the three proposed for inclusion in C245 which Council resolved to progress internal controls following the receipt of submissions.

45. The Collingwood Historical Society submitted that the building and its interior are of architectural significance, was of a high level of social importance to the local community in the Depression of the 1920s and 1930s and reflects its working class context.

46. Expert evidence put to the Panel did not support the application of the internal controls as the interior of the building did not reach the required threshold to justify interior controls and has been extensively modified over time.

47. Council submitted that the Austral Theatre was one of the only surviving picture palaces in Yarra and while the condition and intactness of some internal areas to the theatre have been compromised, the remaining heritage fabric in the interior is of heritage significance. The decorated ceiling in the foyer of the theatre is highly intact as are several ceiling roses on the ceiling of the ground floor room beneath the upper level tier. While other parts of the interior are of varying levels of intactness, the original design and use of the theatre is still evident in the remaining heritage fabric.

48. As with the other theatres, the Collingwood Historical Society and two individual submitters suggested the option to list selected parts of the interior of the former theatre to ensure that those features are protected.

49. The Panel considered the interior of the building had been extensively modified and features have been removed to such an extent that the building does not display the required 'special interior of high significance' to justify internal heritage controls.

50. It did not consider that the Theatres Study (which informed the proposed controls) provides appropriate justification for the inclusion of internal heritage controls for the former Austral Theatre.

51. As with the former Burnley Theatre, the Panel did not believe that the remaining features within the building warrant selective protection.

52. Officers accept that the interior has undergone extensive adaptation including the removal of several key components such as the stage and proscenium. Numerous aspects of the interior emphasised in the Theatres Study are either no longer in evidence or are no longer intact. Officers therefore agree with the Panel and recommend Council abandon internal controls for the former Austral Theatre.

53. Officers also accept the Panel's recommendations that the:

    (a) existing Heritage Overlay should be extended to the entire property. All parties at the hearing agreed with this approach; and

    (b) site should remain in the Precinct Heritage Overlay (HO324) rather than being included in its own specific Heritage Overlay (HO499) as a site specific Heritage Overlay. (Noting the site specific overlay is not required if internal controls are not pursued.)

54. The Panel did not support the changes proposed by Council to the Statements of Significance (i.e. the overall statement for the precinct and the 'individually significant' citation for the former Austral Theatre). It considered that the existing Statements of Significance for the site are adequate and should not be modified at this time.

55. Officers support the Panel's recommendation.

Halls Buildings, 202-206 Church Street, Richmond

Current controls & proposed changes under Amendment C245	**Summary of Panel recommendations**
Current Currently not within a Heritage Overlay. *Proposed* Include in a site-specific (individual) Heritage Overlay control with an individually significant grading. New Statement of Significance	The Panel found there is appropriate strategic basis for the application of heritage controls. It is appropriate to apply HO526 to the properties as exhibited. The exhibited grading of 'individually significant' is appropriate. Proposed Statement of Significance is supported.

Commentary

56. One of the owners of 202-206 Church Street appeared at the hearing (on behalf of himself and another property owner) and outlined numerous concerns about the application of a Heritage Overlay, including:

(a) the proposed heritage controls would be a burden given the commercial zoning of the buildings;

(b) the area surrounding the site is undergoing significant change and development; and

(c) the building has been significantly altered and the facade is poor condition.

57. The Panel accepted there is sufficient strategic justification to apply the Heritage Overlay to the Hall's Buildings in Church Street, Richmond. It also accepted the buildings should be graded 'individually significant'.

58. It did not consider that the contemporary and changing environment surrounding the site detracts from the heritage significance of the place. The Panel did not accept that the imposition of a Heritage Overlay would create an unacceptable burden on the owners nor that the condition of the building as reasons to not apply the Heritage Overlay. But noted it would be a consideration at the planning permit stage.

59. Officers support the Panel's recommendation to include the property in a Heritage Overlay. Officers note that the Heritage Overlay is necessary to ensure places with heritage value are recognised and appropriately managed within the municipality, but does not preclude buildings, works or demolition of a property altogether.

Queens Parade Road Reserve

Current controls & proposed changes under Amendment C245	Summary of Panel recommendations
Current Partly included in Queens Parade Street Trees (HO93). *Proposed* Extend HO93 to include the entire width of Queens Parade (from Alexandra Parade to Delbridge Street, Clifton Hill). New Statement of Significance.	Panel concluded the proposed changes and mapping should proceed as exhibited. The exhibited Statement of Significance is satisfactory. Council should consider a future planning scheme amendment that deals with the unresolved anomalies and gaps in the heritage controls for the place.

Commentary

60. The *3068 Group* submitted that HO93 should be extended further south-west to include the Napier Reserve and the existing substation. They also submitted that the Statement of Significance does not distinguish between plantings of different eras.

61. The Panel supports the extension of HO93 to include the full width of the Queens Parade road reserve. This makes the Heritage Overlay map consistent with the heritage citation and the significance of the place. It did not support the inclusion of Napier Reserve as part of Amendment C245.

62. However it also recommended that Council consider a number of other fix-ups in a future planning scheme amendment (e.g. updating the format of the Statement of Significance to a contemporary format; including a history of the plantings and hard landscaping in an updated Statement of Significance; reviewing where a number of Heritage Overlay's overlap; and considering whether Napier Reserve should be included in HO93).

63. Officers support the Panel's recommendations but note that any changes to the extent of HO93 and the Statement of Significance will require further study. Officers note this could occur as part of a future amendment.

St Brigid's Catholic Church Complex

Current controls & proposed changes under Amendment C245	Summary of Panel recommendations
Current Part of the site is included as an individually significant place in North Fitzroy Precinct (HO327). Schoolroom (the 1897 school and hall), Presbytery and Church are graded 'individually significant'. There is no grading for the 1924 school at 20 York Street or the convent at 27 Alexandra Parade. *Proposed* Extend the Heritage Overlay to cover the entire property. No changes to gradings were proposed by Council (however at the Panel hearing, changes were suggested in expert evidence). At the hearing, officers submitted that the Statement of Significance should be modified to update references to the St Brigid's church complex. (No changes to the existing Statement of Significance were exhibited.)	The Panel found that all land within the St. Brigid's Catholic Church complex should be included within HO327. The City of Yarra Database of Heritage Significant Areas (Appendix 8) should be modified to include all buildings in the complex. The Panel supported the application of 'contributory' gradings to 27 Alexandra Parade (St Brigid's former convent) and 20 York Street (St Brigid's School). The Statement of Significance for HO327 should not be modified at this time. Panel recommended the preparation of an individual citation for the St Brigid's precinct, implemented through a separate planning scheme amendment process.

Commentary

64. The Panel agreed that the boundary to HO327 should be modified as exhibited to include all of the land within the St Brigid's Catholic Church complex to include all buildings of significance.

65. It also supported the application of 'contributory' gradings to 27 Alexandra Parade (St Brigid's former convent) and 20 York Street (St Brigid's School).

66. The Panel supports a more detailed review to determine whether the site should be part of a site specific Heritage Overlay (noting this appeared to be the case). It also recommends work is undertaken to prepare an individual citation for the St Brigid's complex. This should be subject to a separate study and a separate planning scheme amendment process.

67. The Panel did not support any changes to the existing Statement of Significance (noting none were proposed by the amendment). It recommended that work be undertaken to prepare an individual citation for the St Brigid's precinct should be subject to a separate study and a separate planning scheme amendment process.

68. Officers support the Panel's recommendations.

51 Langridge Street and 14 Glasgow Street, Collingwood

Current controls & proposed changes under Amendment C245	Summary of Panel recommendations
Current Part of 14 Glasgow Street, Collingwood is included in HO109, the Former William Peatt Boot Factory. *Proposed* Remove the existing Heritage Overlay (HO109) from the land at 14 Glasgow Street, Collingwood and change the address to 61-75 Langridge Street, Collingwood. Council resolved to advise the Panel of its intent to abandon these proposed changes at the 26 November 2019 Ordinary Meeting (as the issue required further review).	Panel agrees with Council that the proposed changes to HO109 should not proceed at this time. Panel recommends further investigation be conducted for a future planning scheme amendment that deals with the site.

Commentary

69. At the Panel, officers outlined Council's intent to abandon the proposed changes to HO109 pending further study to establish the correct title boundaries of 14 Glasgow Street and the appropriate address of HO109.

70. The Collingwood Historical Society generally supported Council's position to review the extent of the Heritage Overlay and correct the property address.

71. The Panel agreed with Council that the proposed changes to HO109 as part of Amendment C245 should not proceed at this time. The Panel noted the clear need for further assessment of the William Peatt Boot Factory. It considered this further investigation should inform a future planning scheme amendment that deals with the site.

72. Officers support the Panel's recommendations.

Proposed changes to Incorporated and Reference Documents

73. The Panel recommended a number of changes to the form and content of the exhibited Amendment.

74. During the hearing, the Panel questioned the proposed reference and incorporated documents and how Statements of Significance for the places subject of the Amendment were to sit within the Scheme.

75. The specific issues raised were:

Issues raised by Panel	Explanation
Whether the Amendment had addressed State-wide amendment, Amendment VC148	VC148 requires that any 'new' heritage place in the Schedule to the Heritage Overlay must include a reference to its Statement of Significance (which must now be in the form of an incorporated document). If a site is already within a Heritage Overlay (e.g. in a precinct or a site specific overlay), the requirements of VC148 do not apply.
The workability of a large single document containing all the Statements of Significance for Yarra's high streets	At its meeting of 26 November 2019, Council resolved to update the *Yarra High Streets: Statement of Significance* with documents from Amendment C245. (This was in part as a result of changes since Amendment C245 was exhibited.) This meant that the Yarra High Streets document would include the statements of significance for the Queens Parade street trees, the GJM Victoria Street and Bridge Road Heritage Assessment and the Theatres Study as well as Statements of Significance proposed for inclusion in other amendments such as Amendment C231 – Queens Parade. The Panel thought the use of the Yarra High Streets document as the single source of all statements of significance for all Yarra's high streets was unwieldy.
The proposal to make all statements of significance part of an Incorporated Document rather than a reference document	In Council's Part B submission to the Panel, officers proposed that all statements of significants should be included in an Incorporated Document rather than a reference document. The purpose was to align with the approach taken for Amendment C231 - Queens Parade and to meet the requirements of VC148. However during the hearing other submitters commented that they considered this a transformation of the Amendment as it was not exhibited. It was also clarified that only 'new' heritage places needed to be included as incorporated documents.

76. In Council's closing submission, officers responded to the Panel's questions and presented a restructure of the reference and incorporated documents. The proposed approach was to:

(a) include only the Statements of Significance for the eight new heritage places created by the Amendment in an Incorporated Document (in line with the requirements of Amendment VC148). Other statements of significance would remain in reference documents;

(b) create a new reference document which would include the Statements of Significance for properties in Bridge Road and Victoria Street. Officers proposed that instead of one single document called 'Yarra High Streets', going forward a series of separate 'Yarra High Streets' documents that address the different high streets, such as Bridge Road and Victoria Street or Swan Street, would be created; and

(c) retain background documents such as the Theatres Study and the GJM Victoria Street and Bridge Road Heritage Assessment as reference documents to the Scheme.

77. The details of the proposal and the Panel response to those proposals are outlined below.

What was proposed	Panel recommendation and comments
Incorporated documents At the Panel, officers proposed Schedule to Clause 72.04 should be amended to include a new incorporated document - *Yarra High Streets (Victoria Street and Bridge Road) Statement of Significance: Incorporated Document (May 2020).* This document would contain the Statements of Significance for the eight places which were 'new' heritage places: • HO525 – Shop and Residence, 637-639 Bridge Road • HO526 – Hall's Building, 202-206 Church Street • HO527 – Pair of Terrace Houses, 32 and 34 Thomas Street • HO528 – James Boland Shop and Residence, 635 Bridge Road • HO529 – Royal Oak Hotel, 529-533 Bridge Road • HO530 – Whipps Terrace, 597-599 Bridge Road • HO531 – Flour Mill and Grain Store Complex (former), 534-534A Bridge Road • HO532 – Richmond Town Hall, 325-333 Bridge Road NB – All are located within Richmond. The eight properties identified as 'new' heritage places reflect the officer's recommendations included in this report.	The Panel supported the inclusion of the *Yarra High Streets (Victoria Street and Bridge Road) Statement of Significance: Incorporated Document (May 2020)* as an incorporated document to the Scheme which will include the Statement of Significance for the eight new heritage places.
Reference documents At Panel, officers proposed to locate the other statements of significance in: • *Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Reference Document (May 2020); and* • *Heritage Citation: Queens Parade, Fitzroy North Street Trees, John Patrick Landscape Architects Pty Ltd (2018).* As well as the documents above, the background studies which informed the amendment were proposed for inclusion as reference documents in Clauses 22.02 and 22.11:	The Panel supported the inclusion of the following documents as the location for the Statements of Significance and as reference documents in Clauses 22.02 and 22.11: • *Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Reference Document (May 2020)* • *Heritage Citation: Queens Parade, Fitzroy North Street Trees, John Patrick Landscape Architects Pty Ltd (2018).* It did not support the inclusion of reference documents such as the Theatres Study and

• *Thematic Study of Theatres in the City of Yarra, Context Pty. Ltd. (2017)* (Theatres Study); *and* • *Victoria Street and Bridge Road Built Form Review: Heritage Assessment, GJM Heritage (2018*) (GJM Victoria Street and Bridge Road Heritage Assessment).	GJM Victoria Street and Bridge Road Heritage Assessment. It considered they would cause confusion and duplicate material. The Panel noted that key components of these documents had been distilled into the proposed new High Streets reference document.

78. Officers accept the Panel's recommendations in relation to reference and incorporated documents.

79. Officers agree with the Panel's recommendation to abandon the Theatres Study and GJM Victoria Street and Bridge Road Heritage Assessment as reference documents as it will reduce confusion and the doubling up of Statements of Significance.

External Consultation

80. Council has:

    (a) exhibited the amendment for one calendar month, in accordance with the requirements of the *Planning and Environment Act 1987*;

    (b) posted notice of the proposal to all owners and occupiers of land directly affected by the changes, other interested parties (such as historical societies) Prescribed Ministers;

    (c) published formal notice of the amendment in *The Age* and *Government Gazette*; and

    (d) provided comprehensive information on the Council website.

81. Consultation provided the community, land owners and stakeholders the opportunity to make a submission about the proposed changes.

82. Council received 11 submissions to the Amendment:

    (a) nine prior to the 26 November 2019 Council Meeting which considered submissions; and

    (b) two received after this Council Meeting that were referred directly to the Panel.

83. Council officers had preliminary discussions about the amendment with the Department of Environment, Land, Water and Planning (DELWP).

84. Officers have written to the 11 submitters to the Amendment to advise them of the process for consideration of Amendment C245.

Internal Consultation (One Yarra)

85. The proposed amendment has been circulated internally with comments from different team members from the Strategic Planning Unit and the Statutory Planning Team of Council.

Financial Implications

86. The financial cost of planning scheme amendments is included in the budget of Council's Strategic Planning Unit for 2019/20.

Economic Implications

87. There are no significant economic implications from the Amendment.

Sustainability Implications

88. There are no known significant sustainability implications from the Amendment.

Climate Emergency Implications

89. The retention of heritage places reduces building waste and conserves embodied energy in existing buildings.

90. However, older buildings are potentially less energy efficient than newer buildings and the amendment may limit opportunities for future development of sustainable buildings on these sites.

Social Implications

91. There are no known significant social implications from Amendment C245 identified.

Human Rights Implications

92. The Amendment complies with the *Victoria Charter of Human Rights and Responsibilities Act 2006.*

93. There are no human rights implications anticipated from the Amendment.

Communications with CALD Communities Implications

94. Consultation for the amendment is in accordance with the *Planning and Environment Act 1987* and Council's consultation policies.

Council Plan, Strategy and Policy Implications

95. The value of creating a liveable Yarra to Council and the community is acknowledged in the *Council Plan 2017-2021*.

96. A Liveable Yarra is identified as where development and growth are managed to maintain and enhance the character and heritage of the city.

97. The Amendment seeks to promote and conserve areas of growth and significance by:

    (a) applying new Heritage Overlay provisions in the Planning Scheme; and

    (b) correcting errors and anomalies in the Heritage Overlay and zones.

Legal Implications

98. The Amendment complies with the requirements of the *Planning and Environment Act 1987.*

99. There are no known legal implications of this Amendment.

Other Issues

100. There are no other known issues with this Amendment.

Options

101. Council can either adopt the Panels recommendation or abandon in part or full.

Conclusion

102. At its meeting on 26 November 2019, Council resolved to refer Amendment C245 and all submissions to an independent Planning Panel.

103. Council also resolved to:

    (a) advise the Panel of its intention to abandon the proposal for internal controls for the former Richmond Cinema and Burnley Theatre;

    (b) continue to pursue the internal heritage controls for the former Austral Theatre; and

    (c) advise the Panel of its intention to abandon the proposal to remove HO109 from 14 Glasgow Street, Collingwood to enable further work to be undertaken.

104. The Panel Hearing was held from 22 – 24 April 2020.

105. Of the 72 places affected by Amendment C245, seven parties were heard by the independent Planning Panel. One additional party provided a written submission.

106. The Panel Report was received on 27 May 2020.

107. The Report recommended the Amendment be adopted as exhibited, subject to changes.

108. The key Panel recommendations were:

(a) the Panel supported Council's intent to abandon internal controls for the former Richmond Cinema and Burnley Theatre, but did not support the proposal to regrade the former Richmond Cinema from 'contributory' to 'individually significant';

(b) the Panel recommended Council abandon the proposal for internal controls for the former Austral Theatre, however, supported extending the boundary of HO324 over the entire site;

(c) the Panel supported Council's intent to abandon changes to the Heritage Overlay 109 for 51 Landridge and 14 Glasgow Streets (William Peatt Boot Factory);

(d) the Panel supported the inclusion of the entire St Brigid's Catholic Church complex in a Heritage Overlay and changes to gradings for some buildings on the site;

(e) the Panel supported the changes to extent of Heritage Overlay 93 which applies to the road reserve and trees along Queens Parade (from Alexandra Parade to Delbridge Street);

(f) the Panel supported applying HO526, the heritage grading and the Statement of Significance to the properties at 202-206 Church Street (Hall's Buildings); and

(g) the Panel recommended modifications to the form and content of the Amendment, including incorporated and reference documents.

109. Officers support the Panel's recommendations, as set out in this report.

RECOMMENDATION

1. That Council notes the officer report regarding Amendment C245 including the Panel Report and officer recommendations.
2. That Council undertakes the further heritage work recommended by the Panel for the following places, as part of a future heritage amendment:
   (a) 14 Glasgow Street, Collingwood;
   (b) St Brigid's Catholic Church Complex, North Fitzroy; and
   (c) Queens Parade Street Trees.
3. That Council adopts Amendment C245 to the Yarra Planning Scheme in accordance with Section 29(1) of the *Planning and Environment Act 1987* with the changes set out in Attachment 4 to this report.
4. That Council submits the adopted Amendment C245 as set out in Attachments 5 - 18 to this report to the Minister for Planning for approval, in accordance with Section 31(1) of the *Planning and Environment Act 1987.*
5. That Council submits the information prescribed under Section 31 of the *Planning and Environment Act 1987* with the adopted amendment, including:
   (a) the reasons why any recommendations of the Panel were not adopted as outlined in Attachment 3 of this report; and
   (b) a description of, and reasons for, the changes made to Amendment C245 between exhibition and adoption as outlined in Attachment 4 of this report.
6. That Council delegates to the CEO the authority to finalise Amendment C245, in accordance with Council's resolution, and to make any administrative changes required to correct errors, grammatical changes and map changes.
7. That all submitters are advised of the Council's determination in relation to Amendment C245.

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Attachments

1⇩ Attachment 1 - Summary of Places
2⇩ Attachment 2 - Yarra C245 Panel Report
3⇩ Attachment 3 - Panel recommendations and officer response
4⇩ Attachment 4 - Yarra C245 - Comparison of exhibited version recommended for adoption
5⇩ Attachment 5 - Yarra C245 - Database of Heritage Significant Areas July 2020
6⇩ Attachment 6 - Yarra C245 - YHS (Victoria Bridge) Statements of Significance Incorporated Doc (May 2020)
7⇩ Attachment 7 - Yarra C245 - YHS (Victoria Bridge) Statements of Significance Reference Doc (May 2020)
8⇩ Attachment 8 - Yarra C245 - Collingwood Mixed Use Pocket: Heritage Analysis & Recommendations, GJM Heritage (2018)
9⇩ Attachment 9 - Yarra C245 - Heritage Citation 18-22 Derby Street, Collingwood, Anthemion Consultancies (2018)
10⇩ Attachment 10 - Yarra C245 - Heritage Citation 33-45 Derby Street, Collingwood, GJM Heritage (2018)
11⇩ Attachment 11 - Yarra C245 - Heritage Citation QP, FN, John Patrick Landscape Architects Pty. Ltd. (2018)
12⇩ Attachment 12 - Yarra C245 - Explanatory Report
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14⇩ Attachment 14 - Yarra C245 - Mapping Changes
15⇩ Attachment 15 - Yarra C245 - CLAUSE 21.11 - Adoption
16⇩ Attachment 16 - Yarra C245 - CLAUSE 22.02 - Adoption
17⇩ Attachment 17 - Yarra C245 - SCHEDULE TO CLAUSE 43.01 - Adoption
18⇩ Attachment 18 - Yarra C245 - SCHEDULE TO CLAUSE 72.04 - Adoption

Attachment 1 - Attachment 1 - Summary of Places

Amendment C245 Summary of Places

Amendment C245 proposes changes to the following 72 places. Yarra City Council is proposing to correct heritage overlay errors and zone anomalies, amend interim heritage controls, implement the recommendations of recent heritage studies, amend the heritage gradings and amend technical errors in the Yarra Planning Scheme. You can find more information about changes to each property in an interactive map online at **yarracity.vic.gov.au/c245**

	Address	Action Required
Changes identified in the Thematic Study of Theatres in the City of Yarra, Context Pty Ltd (2017)		
1	200-202 Johnston Street, Collingwood	Replace existing heritage overlay with a site specific heritage overlay that includes internal heritage protection controls
2	311-317 Bridge Road, Richmond	Replace existing heritage overlay with a site specific heritage overlay that includes internal heritage protection controls
3	365-377 Swan Street, Richmond	Add internal heritage protection controls to the existing heritage overlay
Changes identified in the Victoria Street & Bridge Road Built Form Review: Heritage Assessment, GJM Heritage (2018)		
4	77 Bridge Road, Richmond	Grade as 'not contributory' to the heritage of the area
5	33 Judd Street, Richmond	Grade as 'not contributory' to the heritage of the area
6	655 Victoria Street, Abbotsford	Extend heritage overlay to include the entire property
7	21-23 Lithgow Street, Abbotsford	Remove property from the Database of Heritage Significant Areas
8	637-639 Bridge Road, Richmond	Replace existing heritage overlay with a site specific heritage overlay
9	202-206 Church Street Richmond	Remove interim heritage overlay and replace with site specific heritage overlay
10	32-34 Thomas Street, Richmond	Remove interim heritage overlay and replace with site specific heritage overlay
11	635 Bridge Road, Richmond	Replace existing heritage overlay with a site specific heritage overlay
12	529-533 Bridge Road, Richmond	Replace existing heritage overlay with a site specific heritage overlay
13	597-599 Bridge Road, Richmond	Replace existing heritage overlay with a site specific heritage overlay
14	534-534A Bridge Road, Richmond	Replace existing heritage overlay with a site specific heritage overlay
15	325-333 Bridge Road, Richmond	Replace existing heritage overlay with a site specific heritage overlay
Changes identified in Collingwood Mixed Use Pocket, Heritage Analysis & Recommendations, GJM (2018)		
16	18-22 Derby Street, Collingwood	Extend existing heritage overlay over the entire property
17	33-45 Derby Street, Collingwood	Extend existing heritage overlay over the entire property
Yarra Planning Scheme Anomalies		
18	Queens Parade Trees	Extend existing heritage overlay over the trees and road reserve
19	120 Campbell Street, Collingwood	Grade as 'not contributory' to the heritage of the area
20	1-3 & 5-9 Gordon Street, Cremorne	Include existing heritage overlay in the Yarra Planning Scheme
21	131 Miller Street, Fitzroy North	Grade as 'contributory' to the heritage of the area
22	14 Risley Street, Richmond	Include existing heritage overlay in the Yarra Planning Scheme
23	155 Westgarth Street & 158 Cecil Street, Fitzroy	Extend existing heritage overlay over the entire properties
24	160 Gold Street, 1 & 1A South Terrace, Clifton Hill	Grade as 'not contributory' to the heritage of the area
25	20 Grattan Place, Richmond	Remove property from the Database of Heritage Significant Areas
26	20 Jessie Street, Cremorne	Remove the heritage overlay from the property
27	236A Lennox Street, Richmond	Remove property from the Database of Heritage Significant Areas
28	24-30 Waterloo, 83-91 Rokeby & 23-29 Robert, Collingwood	Grade as 'not contributory' to the heritage of the area
29	25 Little George Street, Fitzroy	Remove property from the Database of Heritage Significant Areas

Attachment 1 - Attachment 1 - Summary of Places

	Address	Action Required
Yarra Planning Scheme Anomalies		
30	26 Bromham Place, Richmond	Include existing heritage overlay in the Yarra Planning Scheme
31	15-27 Barrow Place, Burnley	Grade as 'not contributory' to the heritage of the area
32	32 Hodgson Street, Fitzroy	Remove property from the Database of Heritage Significant Areas
33	38-42 York Street, North Fitzroy	Remove property from the Database of Heritage Significant Areas
34	4 Eddy Court, Abbotsford	Grade as 'not contributory' to the heritage of the area
35	415-419 Fitzroy Street, Fitzroy	Correct address in the Database of Heritage Significant Areas from 62 Rose Street, Fitzroy to 415-419 Fitzroy Street, Fitzroy
36	37-45 Kerr Street, Fitzroy	Grade as 'not contributory' to the heritage of the area
37	49-53 Lucerne Crescent, Alphington	Extend existing heritage overlay to cover 53 Lucerne Crescent and remove existing heritage overlay from 49 Lucerne Crescent
38	55 Park Street, Abbotsford	Grade as 'not contributory' to the heritage of the area
39	85 Cremorne Street, Cremorne	Include existing heritage overlay in the Yarra Planning Scheme
40	86 Richmond Terrace, Richmond	Grade as 'not contributory' to the heritage of the area
41	Collingwood College Dolls House, Collingwood	Correct address in the Database of Heritage Significant Areas and correct mapping of existing heritage overlay
42	Park Keepers Cottage, Burnley Park	Grade as 'individually significant' to the heritage over the area
43	77-79 Burnley Street, Richmond	Remove expired interim heritage controls to the site
44	378 Nicholson Street, Fitzroy North (St Brigid's Roman Catholic Presbytery)	Extend existing heritage overly to include entire property
45	181 Langridge Street, Abbotsford	Remove the heritage overlay from the property
46	239-247 Johnston Street, Fitzroy	Grade as 'not contributory' to the heritage of the area
47	11 Waverley Street, Richmond	Grade as 'not contributory' to the heritage of the area
48	19 Cambridge Street, Collingwood	Extend existing heritage overlay to include entire property
49	18 Peel Street, Collingwood	Grade as 'not contributory' to the heritage of the area
50	120 Cambridge Street, Collingwood	Extend existing heritage overlay to include entire property
51	61-63 Oxford Street, Collingwood	Extend existing heritage overlay to include entire property
52	37 Oxford Street, Collingwood	Extend existing heritage overlay to include entire property
53	31 Bell Street, Richmond & 204 Coppin Street, Richmond	Extend existing heritage overlay to include entire property of 204 Coppin Street and correct the zone mapping for both properties
54	133 Keele Street, Collingwood	Grade as 'not contributory' to the heritage of the area
55	4-6 Derby Street, Collingwood	Grade as 'not contributory' to the heritage of the area
56	7 Langridge Street, Collingwood	Grade as 'not contributory' to the heritage of the area
57	11 Gleadell Street, Richmond	Correct address to 11 Gleadell Street, Richmond in the Database of Heritage Significant Areas
58	6 Stawell Street, Richmond	Remove expired interim heritage overlay and extend existing heritage overlay to cover the entire property
59	113–115 & 113A–115A Bridge Road, Richmond	Grade 113 as 'contributory' to the heritage of the area
60	61-75 Langridge Street & 14 Glasgow Street, Collingwood	Remove existing heritage overlay from 14 Glasgow Street and correct address of 61-75 Langridge Street in the Database of Heritage Significant Areas
61	261-263 Highett Street, Richmond	Change mapping to existing extend heritage overlays and zone to include entire properties as Neighbourhood Residential Zone
62	22 Best Street, Fitzroy North	Change mapping to include entire property in Neighbourhood Residential Zone
63	522-530 Napier Street, Fitzroy North	Change mapping to include entire property in Mixed Use Zone
64	314-316 Bridge Road, Richmond	Change mapping to include entire property in Commercial 1 Zone
65	4-6 Waltham Street, Richmond	Change mapping to include entire property in Neighbourhood Residential Zone
66	95-103 Johnston Street, Fitzroy	Change mapping to include entire property in Commercial 1 Zone
67	7 Tait Street, Fitzroy North	Change mapping to include entire property in Neighbourhood Residential Zone
68	197 Lennox Street, Richmond	Change mapping to include entire property in Neighbourhood Residential Zone
69	22 Falconer Street, Fitzroy North	Change mapping to include entire property in General Residential Zone
70	24 Falconer Street, Fitzroy North	Change mapping to include entire property in Public Use Zone
71	84 Johnston Street, Fitzroy	Change mapping to include entire property in Commercial 1 Zone
72	34-44 Cromwell Street, Collingwood	Change mapping to include entire property in Commercial 2 Zone

Attachment 2 - Attachment 2 - Yarra C245 Panel Report

Planning and Environment Act 1987

Panel Report

Yarra Planning Scheme Amendment C245
Heritage Overlay and Zone Fix Up

26 May 2020

VICTORIA State Government | Planning Panels Victoria

How will this report be used?

This is a brief description of how this report will be used for the benefit of people unfamiliar with the planning system. If you have concerns about a specific issue you should seek independent advice.

The planning authority must consider this report before deciding whether or not to adopt the Amendment. [section 27(1) of the *Planning and Environment Act 1987* (the Act)]

For the Amendment to proceed, it must be adopted by the planning authority and then sent to the Minister for Planning for approval.

The planning authority is not obliged to follow the recommendations of the Panel, but it must give its reasons if it does not follow the recommendations. [section 31 (1) of the Act, and section 9 of the *Planning and Environment Regulations 2015*]

If approved by the Minister for Planning a formal change will be made to the planning scheme. Notice of approval of the Amendment will be published in the Government Gazette. [section 37 of the Act]

Planning and Environment Act 1987

Panel Report pursuant to section 25 of the Act

Yarra Planning Scheme Amendment C245

Heritage Overlay and Zone Fix Up

26 May 2020



John Roney, Chair

VICTORIA State Government | Planning Panels Victoria

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Glossary and abbreviations

Act	*Planning and Environment Act 1987*
Council	Yarra City Council
CZ1	Commercial 1 Zone
CZ2	Commercial 2 Zone
DDO	Design and Development Overlay
DELWP	Department of Environment, Land, Water and Planning
GJM Heritage review	Victoria Street and Bridge Road Built Form Review: Heritage Assessments, GJM Heritage (2018)
HO	Heritage Overlay
MMBW	Melbourne and Metropolitan Board of Works
MPS	Municipal Planning Strategy
MSS	Municipal Strategic Statement
PPF	Planning Policy Framework
PPN	Planning Practice Note
Theatres Study	Thematic Study of Theatres in the City of Yarra, Context Pty Ltd (2017)
VPP	Victoria Planning Provisions

Overview

Amendment summary	
The Amendment	Yarra Planning Scheme Amendment C245
Common name	Heritage Overlay and Zone Fix Up
Brief description	The Amendment proposes to update and correct a wide range of Heritage Overlay provisions and maps, implement recent heritage studies and correct zone mapping anomalies
Subject land	The Amendment affects a large number of separate land parcels in Abbotsford, Alphington, Collingwood, Cremorne, Fitzroy, Fitzroy North and Richmond
Planning Authority	Yarra City Council
Authorisation	21 December 2018
Exhibition	18 July to 19 August 2019
Submissions	Number of Submissions: 11 (including 2 late submissions)

Panel process	
The Panel	John Roney, Chair
Project Officer	Chris Brennan, Planning Panels Victoria
Directions Hearing	12 February 2020 at Planning Panels Victoria 25 February 2020 at Richmond Town Hall
Panel Hearing	22, 23 and 24 April 2020 by video conference
Site inspections	Unaccompanied 18 and 28 April 2020
Appearances	Refer Appendix B
Citation	Yarra PSA C245 [2020] PPV
Date of this Report	26 May 2020

VICTORIA State Government | Planning Panels Victoria

Executive summary

Yarra Planning Scheme Amendment C245 (the Amendment) seeks to update and correct a wide range of Heritage Overlay provisions and maps. It implements recent heritage studies and corrects anomalies in the Heritage Overlay and related provisions. It also corrects zone mapping anomalies.

The Amendment applies to 72 sites in Abbotsford, Alphington, Collingwood, Cremorne, Fitzroy, Fitzroy North and Richmond.

The COVID-19 pandemic created challenges with respect to the conduct of this Panel Hearing. Due to a variety of restrictions relating to social distancing, the usual face-to-face Hearing format was replaced by video conferencing. The health and safety of all parties and the wider community was paramount in the decision of the Panel to vary the usual Hearing process.

The Panel was cognisant of the need to ensure that all parties were provided with appropriate procedural fairness. A variety of steps were put in place to ensure all parties were given a reasonable opportunity to be heard. The Panel thanks Council for its assistance in helping to facilitate the video conference and appreciates the co-operation of all parties in these unusual circumstances.

Initially, nine submissions were received and considered by Council, and all submissions responded to site specific changes. In summary:

- three submissions objected to the proposed internal heritage controls for three former theatres:
  - the former Austral Theatre in Johnston Street, Collingwood
  - the former Burnley Theatre in Swan Street, Richmond
  - the former Richmond Theatre in Bridge Road, Richmond
- a submission from St Brigid's Catholic Church objected to the extension of heritage controls over its site in Nicholson Street, North Fitzroy
- a submission from the Collingwood Historical Society dealt with a wide range of site specific matters
- a submission from the '3068 Group' dealt with the proposed extension to the Heritage Overlay in Queens Parade
- three submissions objected to the Heritage Overlay proposed for 202-206 Church Street, Richmond.

Two late submissions were referred by Council to the Panel. These submissions objected to the proposed deletion of the internal controls to the former Richmond Theatre and the former Burnley Theatre.

This Report deals with the issues in the following chapters:

- Planning context
- Former Austral Theatre
- Former Burnley Theatre
- Former Richmond Theatre
- Hall's Buildings, 202-206 Church Street, Richmond
- Queens Parade Road Reserve
- St Brigid's Catholic Church

- 51 Langridge Street and 14 Glasgow Street, Collingwood
- Form and content of the Amendment.

For the reasons set out in the report, the Panel concludes that the Amendment is generally supported by, and implements, the relevant sections of the Planning Policy Framework. The Amendment is generally well founded and strategically justified, although there are several elements that the Panel does not support. The Amendment should proceed subject to addressing the more specific issues raised in submissions as discussed in the report.

With respect to each of the key issues, the Panel concludes:

Former Austral Theatre

- The application of internal heritage controls would be inconsistent with PPN01.
- The interior of the building has been extensively modified and features have been removed to such an extent that the building does not display the required 'special interior of high significance' to justify internal heritage controls.
- The evidence presented on behalf of Council and the owner of the building is compelling and consistent.
- The few remaining heritage features within the building do not warrant the application of selective protection.
- The recommendations in the Thematic Study of Theatres in the City of Yarra, Context Pty Ltd (2017) with respect to the application of internal heritage controls for the former Austral theatre are not supported.
- The Panel accepts that the heritage significance of the former theatre is appropriately protected by the current controls in place.
- The proposed site specific Heritage Overlay (HO499) is not appropriate.
- The former Austral Theatre should remain within the Johnston Street Precinct (HO324).
- The boundary of the Johnston Street Precinct Heritage Overlay (HO324) should be extended over the entire site at 200-202 Johnston Street, Collingwood (former Austral Theatre).
- The former Austral Theatre should remain an 'individually significant' place within the Johnston Street Precinct (HO324).
- The existing Statements of Significance for HO324 should not be modified at this time. This applies to the Statements for the precinct as a whole and the site specific statement for the former Austral Theatre.
- Any changes to the Statements of Significance should only proceed following a more considered perspective of the heritage significance of the place and through a separate public process.

Former Burnley Theatre

- The application of internal heritage controls would be inconsistent with PPN01.
- The interior of the building has been extensively modified and features have been removed to such an extent that the building does not display the required 'special interior of high significance' to justify internal heritage controls.
- The evidence presented on behalf of Council and the owner of the building is compelling and consistent.

- The few remaining heritage features within the building do not warrant the application of selective protection.
- The recommendations in the Thematic Study of Theatres in the City of Yarra, Context Pty Ltd (2017) with respect to the application of internal heritage controls for the former Burnley theatre are not supported.
- The Panel accepts that the heritage significance of the former Burnley theatre is appropriately protected by the current controls in place.
- The existing Statement of Significance for the former Burnley Theatre (HO286) should not be modified at this time.
- Any changes to the Statement of Significance should only proceed following a more considered perspective of the heritage significance of the place and through a separate public process.

Former Richmond Theatre

- The application of internal heritage controls would be inconsistent with PPN01.
- The interior of the building has been extensively modified and features have been removed to such an extent that the building does not display the required 'special interior of high significance' to justify internal heritage controls.
- The evidence presented on behalf of Council and the owner of the building is compelling and consistent.
- The few remaining heritage features within the building do not warrant the application of selective protection.
- The recommendations in the Thematic Study of Theatres in the City of Yarra, Context Pty Ltd (2017) with respect to the application of internal heritage controls for the former Richmond Theatre are not supported.
- The Panel accepts that the heritage significance of the former Richmond Theatre is appropriately protected by the current controls in place.
- The proposed site specific Heritage Overlay (HO504) is not appropriate.
- The former Richmond Theatre should remain within the Bridge Road Precinct (HO310).
- The boundary of the Bridge Road Precinct Heritage Overlay (HO310) should be extended over the entire site at 311-317 Bridge Road, Richmond (former Richmond Theatre).
- The former Richmond Theatre should remain a 'contributory' place within the Bridge Road Precinct (HO310).
- It is not necessary or appropriate to prepare a site specific Statement of Significance for the former Richmond Theatre.
- The proposed changes to the Statement of Significance for the Bridge Road Precinct (HO310) recommended by Ms Brady are not supported.
- The Statement of Significance for the Bridge Road Precinct (HO310) as updated in the Victoria Street and Bridge Road Precinct Review, GJM Heritage (2018) provides a sound basis to manage the heritage significance of the place.

Hall's Buildings, 202-206 Church Street, Richmond

- The Victoria Street and Bridge Road Built Form Review, GJM Heritage, 2018 provides an appropriate strategic basis for the application of heritage controls at 202-206 Church Street, Richmond.

- It is appropriate to apply HO526 to the properties at 202-206 Church Street, Richmond as exhibited.
- The exhibited grading of the buildings as 'individually significant' is appropriate.
- The Statement of Significance included in the Victoria Street and Bridge Road Built Form Review, GJM Heritage, 2018 should be included as an Incorporated Document and referred to in the schedule to Clause 43.01 and the schedule to Clause 72.04.

Queens Parade Road Reserve

- The proposed changes to the mapping of HO93 should proceed as exhibited.
- The exhibited Statement of Significance is satisfactory.
- Council should consider a future planning scheme amendment for the site that addresses a range of unresolved anomalies and gaps in the heritage controls for this place.

St Brigid's Catholic Church

- All of the land within the St Brigid's Catholic Church complex should be included within HO327.
- The City of Yarra Database of Heritage Significant Areas, July 2019 (as exhibited) should be modified with respect to the buildings at:
  - 378C Nicholson Street - renamed St Brigid's Roman Catholic School and hall
  - 27 Alexandra Parade (St Brigid's former convent) – a new listing and included as a contributory place
  - 20 York Street (St Brigid's School) – a new listing and included as a contributory place.
- The Statement of Significance for the Heritage Precinct HO327 should not be modified at this time.
- Any change to the Statement of Significance should be made following a broader review of the heritage status of the St Brigid's complex as part of a separate planning scheme amendment process.

51 Langridge Street / 14 Glasgow Street, Collingwood

- The proposed changes to HO109 should not proceed at this time.
- Further investigations into the heritage significance, boundary and address of the William Peatt Boot Factory are required.
- Consideration should be given to combining HO109 and HO420 into a single Heritage Overlay that deals with the whole of the site.
- The results of these further investigations should form part of a separate planning scheme amendment.

Form and content of the Amendment

- A number of changes to the form and content of the exhibited documents are necessary in order to ensure consistency with the recommendations of this report and the requirements in Clause 43.01-5 of the planning scheme. These are detailed in Chapter 10.

Recommendations

Based on the reasons set out in this Report, the Panel recommends that Yarra Planning Scheme Amendment C245 be adopted as exhibited subject to the following:

Former Austral Theatre

1. **Abandon the application of internal heritage controls to 200-202 Johnston Street, Collingwood (former Austral Theatre).**
2. **Abandon HO499 as a site specific Heritage Overlay to 200-202 Johnston Street, Collingwood (the former Austral Theatre).**
3. **Delete HO499 from the schedule to Clause 43.01.**
4. **Delete HO499 from the City of Yarra Database of Heritage Significant Areas, July 2019.**
5. **Extend the boundary of HO324 over the entire site at 200-202 Johnston Street, Collingwood (former Austral Theatre).**
6. **Abandon the proposed Statement of Significance for the former Austral Theatre.**

Former Burnley Theatre

7. **Abandon the application of internal heritage controls to 365-377 Swan Street, Richmond (former Burnley Theatre).**
8. **Amend HO286 in the schedule to Clause 43.01 under the heading 'Internal alteration controls apply?' to delete the word 'Yes' and replace with 'No'.**
9. **Abandon the proposed Statement of Significance for the former Burnley Theatre.**

Former Richmond Theatre

10. **Abandon the application of internal heritage controls to 311-317 Bridge Road, Richmond (former Richmond Theatre).**
11. **Abandon HO504 as a site specific Heritage Overlay to 311-317 Bridge Road, Richmond (the former Richmond Theatre).**
12. **Delete HO504 from the schedule to Clause 43.01.**
13. **Delete HO504 from the City of Yarra Database of Heritage Significant Areas, July 2019.**
14. **Extend the boundary of HO310 over the entire site at 311-317 Bridge Road, Richmond (former Richmond Theatre).**
15. **Abandon the proposed site specific Statement of Significance for the former Richmond Theatre.**
16. **Apply the version of the Statement of Significance for the Bridge Road Precinct (HO310) as shown in the Panel preferred version in Appendix D5.**

Hall's Buildings, 202-206 Church Street, Richmond

17. **Amend HO526 in the schedule to Clause 43.01 to include the Statement of Significance as an Incorporated document in accordance with the Panel preferred version of the schedule in Appendix D3.**
18. **Amend the schedule to Clause 72.04 to include the Statement of Significance for HO526 as an Incorporated Document in accordance with the Panel preferred version of the schedule in Appendix D4.**

19. Include the Statement of Significance for HO526 in the Panel preferred version of the Incorporated document as shown in Appendix D6.

St Brigid's Catholic Church

20. Amend the City of Yarra Database of Heritage Significant Areas, July 2019 for HO327 as shown in the Panel preferred version in Appendix D6.

51 Langridge Street / 14 Glasgow Street, Collingwood

21. Abandon the proposed changes to HO109 relating to the extent of the Heritage Overlay.
22. Abandon the proposed address for HO109 in the schedule to Clause 43.01 and retain it as 55 Langridge Street, Collingwood.
23. Abandon the proposed address for HO109 in the City of Yarra Database of Heritage Significant Areas, July 2019 and retain it as 55 Langridge Street, Collingwood.
24. Complete further investigations into the appropriate boundary, address and heritage significance of the William Peatt Boot Factory and consider consolidating HO109 and HO420 into a single Heritage Overlay with a single Statement of Significance. The results of that work should inform a separate planning scheme amendment.

Form and content of the Amendment

25. Modify Clause 21.11 in accordance with the Panel preferred version in Appendix D1.
26. Modify the Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Reference Document (May 2020) in accordance with the Panel preferred version in Appendix D5.
27. Modify clause 22.02 in accordance with the Panel preferred version in Appendix D2.
28. Modify the schedule to Clause 43.01 in accordance with the Panel preferred version in Appendix D3.
29. Modify the schedule to Clause 72.04 in accordance with the Panel preferred version in Appendix D4.
30. Include the Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Incorporated Document (May 2020) as shown in the Panel preferred version in Appendix D6.

1 Introduction

1.1 The Amendment

(i) Amendment description

The Amendment updates and corrects a wide range of Heritage Overlay provisions and maps. It implements recent heritage studies and corrects anomalies in the Heritage Overlay and related provisions. It also corrects zone mapping anomalies.

More specifically, the exhibited Amendment:

- Amends Clause 21.11 'Reference Documents' to include the following new reference documents under the heading 'Heritage':
  - Thematic Study of Theatres in the City of Yarra, Context Pty Ltd (2017)
  - Victoria Street and Bridge Road Built Form Review: Heritage Assessment, GJM (2018)
  - Collingwood Mixed Use Pocket, Heritage Analysis & Recommendations, GJM Heritage (2018)
  - Heritage Citation: 18-22 Derby Street, Collingwood, GJM Heritage (2018)
  - Heritage Citation: 33-45 Derby Street, Collingwood, GJM Heritage (2018)
  - Heritage Citation: Queens Parade, Fitzroy North Street Trees, John Patrick Landscape Architects Pty Ltd (2018)
- Amends Clause 22.02 'Development Guidelines for Sites Subject to the Heritage Overlay' by:
  - Changing the title of the Incorporated document referred to in Clause 22.02-3 and Clause 22.02-5.1 from "*City of Yarra Review of Heritage Overlay Areas 2007 Appendix 8* (as updated from time to time)" to "City of Yarra Database of Heritage Significant Areas, July 2019[1]".
  - including the following studies as references in Clause 22.02-8:
    - Thematic Study of Theatres in the City of Yarra, Context Pty Ltd (2017)
    - Victoria Street and Bridge Road Built Form Review: Heritage Assessment, GJM (2018)
    - Collingwood Mixed Use Pocket, Heritage Analysis & Recommendations, GJM Heritage (2018)
    - Heritage Citation: 18-22 Derby Street, Collingwood, GJM Heritage (2018)
    - Heritage Citation: 33-45 Derby Street, Collingwood, GJM Heritage (2018)
    - Heritage Citation: Queens Parade, Fitzroy North Street Trees, John Patrick Landscape Architects Pty Ltd (2018)
- Amends the Schedule to Clause 43.01 – Heritage Overlay to delete existing heritage overlays, correct previous formatting errors and apply the Heritage Overlay to the following sites:
  - 200-202 Johnston Street, Collingwood – Austral Theatre (former) (HO499)
  - 311-317 Bridge Road, Richmond – Richmond Cinema (former) (HO504)
  - 637-639 Bridge Road, Richmond (HO525)

[1] The Explanatory Report referred to this document in various places as 'September 2018'. Council clarified that was a typographical error and it should be 'July 2019'. The exhibited document was dated July 2019.

- 202-206 Church Street Richmond – Hall's Building (HO526)
- 32 and 34 Thomas Street, Richmond (HO527)
- 635 Bridge Road, Richmond – Boland's Shop and Residence (HO528)
- 529-533 Bridge Road, Richmond – Royal Oak Hotel (HO529)
- 597-599 Bridge Road, Richmond – Whipps Terrace (HO530)
- 534-534A Bridge Road, Richmond – Flour Mill & Grain Store Complex (Former) (HO531)
- 325-333 Bridge Road, Richmond – Richmond Town Hall (HO532)

- Amends the schedule to Clause 72.04 - Documents Incorporated in this Planning Scheme to:
  - change the 'Name of document' listed in Clause 1 from 'Appendix 8 - City of Yarra Review of Heritage Overlay Areas, Graeme Butler and Associates (2007), revised February 2018' to 'City of Yarra Database of Heritage Significant Areas, July 2019'
  - amend the existing incorporated document 'Appendix 8 - City of Yarra Review of Heritage Overlay Areas, Graeme Butler and Associates (2007), revised February 2018', to:
    - Change the title to 'City of Yarra Database of Heritage Significant Areas, July 2019'
    - Include new addresses and gradings
    - Correct grading errors
    - Remove incorrect listings and gradings
- Amends Zone Maps 2, 5, 6, 7, and 8 to correct mapping anomalies on properties that are in two zones and align them with property boundaries
- Amends Heritage Overlay Maps 1, 2, 4, 6, 7, 8, and 9 to correct mapping errors.

(ii) The subject land

The Amendment applies to numerous sites in Abbotsford, Alphington, Collingwood, Cremorne, Fitzroy, Fitzroy North and Richmond.

The Amendment applies to 72 areas summarised in Attachment A to Council's Part A submission.

Table 1 Land affected by the Amendment (from Council Part A submission, Attachment A)

	Address	Action required
Changes identified in the Thematic Study of Theatres in the City of Yarra, Context Pty Ltd (2017)		
1	200-202 Johnston Street, Collingwood	Replace existing heritage overlay with a site specific heritage overlay that includes internal heritage protection controls
2	311-317 Bridge Road, Richmond	Replace existing heritage overlay with a site specific heritage overlay that includes internal heritage protection controls
3	365-377 Swan Street, Richmond	Add internal heritage protection controls to the existing heritage overlay
Changes identified in the Victoria Street & Bridge Road Built Form Review: Heritage Assessment, GJM Heritage (2018)		
4	77 Bridge Road, Richmond	Grade as 'not contributory' to the heritage of the area
5	33 Judd Street, Richmond	Grade as 'not contributory' to the heritage of the area

	Address	Action required
6	655 Victoria Street, Abbotsford	Extend heritage overlay to include the entire property
7	21-23 Lithgow Street, Abbotsford	Remove property from the Database of Heritage Significant Areas
8	637-639 Bridge Road, Richmond	Replace existing heritage overlay with a site specific heritage overlay
9	202-206 Church Street Richmond	Remove interim heritage overlay and replace with site specific heritage overlay
10	32-34 Thomas Street, Richmond	Remove interim heritage overlay and replace with site specific heritage overlay
11	635 Bridge Road, Richmond	Replace existing heritage overlay with a site specific heritage overlay
12	529-533 Bridge Road, Richmond	Replace existing heritage overlay with a site specific heritage overlay
13	597-599 Bridge Road, Richmond	Replace existing heritage overlay with a site specific heritage overlay
14	534-534A Bridge Road, Richmond	Replace existing heritage overlay with a site specific heritage overlay
15	325-333 Bridge Road, Richmond	Replace existing heritage overlay with a site specific heritage overlay
Changes identified in Collingwood Mixed Use Pocket, Heritage Analysis & Recommendations, GJM (2018)		
16	18-22 Derby Street, Collingwood	Extend existing heritage overlay over the entire property
17	33-45 Derby Street, Collingwood	Extend existing heritage overlay over the entire property
Yarra Planning Scheme Anomalies		
18	Queens Parade Trees	Extend existing heritage overlay over the trees and road reserve
19	120 Campbell Street, Collingwood	Grade as 'not contributory' to the heritage of the area
20	1-3 & 5-9 Gordon Street, Cremorne	Include existing heritage overlay
21	131 Miller Street, Fitzroy North	Grade as 'contributory' to the heritage of the area
22	14 Risley Street, Richmond	Include existing heritage overlay
23	155 Westgarth Street & 158 Cecil Street, Fitzroy	Extend existing heritage overlay over the entire properties
24	160 Gold Street, 1 & 1A South Terrace, Clifton Hill	Grade as 'not contributory' to the heritage of the area
25	20 Grattan Place, Richmond	Remove property from the Database of Heritage Significant Areas
26	20 Jessie Street, Cremorne	Remove the heritage overlay from the property
27	236A Lennox Street, Richmond	Remove property from the Database of Heritage Significant Areas
28	24-30 Waterloo, 83-91 Rokeby & 23-29 Robert, Collingwood	Grade as 'not contributory' to the heritage of the area
29	25 Little George Street, Fitzroy	Remove property from the Database of Heritage Significant Areas
30	26 Bromham Place, Richmond	Include existing heritage overlay
31	15-27 Barrow Place, Burnley	Grade as 'not contributory' to the heritage of the area

	Address	Action required
32	32 Hodgson Street, Fitzroy	Remove property from the Database of Heritage Significant Areas
33	38-42 York Street, North Fitzroy	Remove property from the Database of Heritage Significant Areas
34	4 Eddy Court, Abbotsford	Grade as 'not contributory' to the heritage of the area
35	415-419 Fitzroy Street, Fitzroy	Correct address in the Database of Heritage Significant Areas from 62 Rose Street, Fitzroy to 415-419 Fitzroy Street, Fitzroy
36	37-45 Kerr Street, Fitzroy	Grade as 'not contributory' to the heritage of the area
37	49-53 Lucerne Crescent, Alphington	Extend existing heritage overlay to cover 53 Lucerne Crescent and remove existing heritage overlay from 49 Lucerne Crescent
38	55 Park Street, Abbotsford	Grade as 'not contributory' to the heritage of the area
39	85 Cremorne Street, Cremorne	Include existing heritage overlay
40	86 Richmond Terrace, Richmond	Grade as 'not contributory' to the heritage of the area
41	Collingwood College Dolls House, Collingwood	Correct address in the Database of Heritage Significant Areas and correct mapping of existing heritage overlay
42	Park Keepers Cottage, Burnley Park	Grade as 'individually significant' to the heritage over the area
43	77-79 Burnley Street, Richmond	Remove expired interim heritage controls to the site
44	378 Nicholson Street, Fitzroy North (St Brigid's Roman Catholic Presbytery)	Extend existing heritage overly to include entire property
45	181 Langridge Street, Abbotsford	Remove the heritage overlay from the property
46	239-247 Johnston Street, Fitzroy	Grade as 'not contributory' to the heritage of the area
47	11 Waverley Street, Richmond	Grade as 'not contributory' to the heritage of the area
48	19 Cambridge Street, Collingwood	Extend existing heritage overlay to include entire property
49	18 Peel Street, Collingwood	Grade as 'not contributory' to the heritage of the area
50	120 Cambridge Street, Collingwood	Extend existing heritage overlay to include entire property
51	61-63 Oxford Street, Collingwood	Extend existing heritage overlay to include entire property
52	37 Oxford Street, Collingwood	Extend existing heritage overlay to include entire property
53	31 Bell Street, Richmond & 204 Coppin Street, Richmond	Extend existing heritage overlay to include entire property of 204 Coppin Street and correct the zone mapping for both properties
54	133 Keele Street, Collingwood	Grade as 'not contributory' to the heritage of the area
55	4-6 Derby Street, Collingwood	Grade as 'not contributory' to the heritage of the area
56	7 Langridge Street, Collingwood	Grade as 'not contributory' to the heritage of the area
57	11 Gleadell Street, Richmond	Correct address to 11 Gleadell Street, Richmond in the Database of Heritage Significant Areas
58	6 Stawell Street, Richmond	Remove expired interim heritage overlay and extend existing heritage overlay to cover the entire property
59	113–115 & 113A–115A Bridge Road, Richmond	Grade 113 as 'contributory' to the heritage of the area

	Address	Action required
60	61-75 Langridge Street & 14 Glasgow Street, Collingwood	Remove existing heritage overlay from 14 Glasgow Street and correct address of 61-75 Langridge Street in the Database of Heritage Significant Areas
61	261-263 Highett Street, Richmond	Change mapping to existing extend heritage overlays and zone to include entire properties as Neighbourhood Residential Zone
62	22 Best Street, Fitzroy North	Change mapping to include entire property in Neighbourhood Residential Zone
63	522-530 Napier Street, Fitzroy North	Change mapping to include entire property in Mixed Use Zone
64	314-316 Bridge Road, Richmond	Change mapping to include entire property in Commercial 1 Zone
65	4-6 Waltham Street, Richmond	Change mapping to include entire property in Neighbourhood Residential Zone
66	95-103 Johnston Street, Fitzroy	Change mapping to include entire property in Commercial 1 Zone
67	7 Tait Street, Fitzroy North	Change mapping to include entire property in Neighbourhood Residential Zone
68	197 Lennox Street, Richmond	Change mapping to include entire property in Neighbourhood Residential Zone
69	22 Falconer Street, Fitzroy North	Change mapping to include entire property in General Residential Zone
70	24 Falconer Street, Fitzroy North	Change mapping to include entire property in Public Use Zone
71	84 Johnston Street, Fitzroy	Change mapping to include entire property in Commercial 1 Zone
72	34-44 Cromwell Street, Collingwood	Change mapping to include entire property in Commercial 2 Zone

1.2 Background

The Explanatory Report accompanying the Amendment states:

> The Amendment is in response to the research conducted in a 'Thematic Study of Theatres in the City of Yarra, Context Pty Ltd (2017)'. The study found that there were several theatres or former theatres in the City of Yarra that did not have adequate heritage protection.
>
> The study found 17 of the 38 investigated sites had been demolished. This Amendment is required to implement controls to 3 theatre sites to provide heritage protection.
>
> In addition, a heritage study was recently completed to assess heritage protection in areas proposed for new Design and Development Overlays (Amendments C248 and C249). The Victoria Street and Bridge Road Built Form Review: Heritage Assessments, GJM Heritage (2018), recommend further controls and increased protection for 12 properties within Abbotsford and Richmond.
>
> A similar assessment of heritage protection was conducted in Collingwood South for the proposal of a new Design and Development Overlay. The Collingwood Mixed-Use Pocket, Heritage Analysis & Recommendations, GJM Heritage (2018) was prepared to inform this Amendment and extend Heritage Overlays to include previously unprotected significant places.
>
> Moreover, separate heritage advice on the Queens Parade, Fitzroy North Heritage Overlay was prepared by John Patrick Landscape Architects Pty Ltd (2018) to increase the protection of a proportion of street trees along Queens Parade. This Amendment

> will correct an apparent anomaly in the mapping HO93 to include these previously unprotected street trees identified in The City of Yarra Heritage Review Landscape Citation (1998).
>
> In addition to implementing the recommendations from these studies, the Amendment corrects a range of errors in the Heritage Overlay and zoning anomalies which arose from recent public queries and investigations. Correcting these will ensure better planning outcomes and consistency within the Yarra Planning Scheme.

1.3 Procedural issues

1.3.1 Declaration

At the Directions Hearing on 12 February 2020, the Panel declared that the Chair was a member of the Panel appointed to hear submissions regarding Amendment C191 to the Yarra Planning Scheme which deals with the Swan Street Activity Centre. The Chair noted that the Hearing for Amendment C191 commenced in December 2019, however it was adjourned and was not scheduled to recommence until late July 2020. No parties made comment regarding this declaration.

1.3.2 Council resolution at meeting held 26 November 2019

At the Directions Hearing on 12 February 2020, the Richmond Church Lands Trust (the owner of the former Richmond Theatre at 311-317 Bridge Road, Richmond) sought clarification of the resolution of Council at its meeting on 26 November 2019. The exhibited Amendment proposes internal heritage controls for this site, however the Council resolution on 26 November 2019 stated (amongst other things):

> advise the Panel that Council intends to abandon the proposal to apply internal alteration controls for the following properties:
>
> - HO286 – Former Burnley Theatre, 365 -377 Swan Street Richmond
> - HO504 – Former Richmond Theatre, 311-317 Bridge Road, Richmond.

At the Directions Hearing, Council confirmed that the Amendment had not been split into separate parts and that no part of the Amendment had been abandoned.

The Panel understands the Council resolution to mean that the Council officers (and representatives) were authorised to present submissions to the Panel to indicate that Council no longer wished to pursue the internal heritage controls for these two theatres as originally exhibited. This is consistent with other parts of the Council resolution with respect to other controls that it foreshadowed would not be pursued (relating to HO109 in Langridge and Glasgow Street, Collingwood).

The Panel does not read the resolution as meaning that it has already abandoned these parts of the Amendment pursuant to Section 23 (1) (c) of the *Planning and Environment Act 1987*. Rather, it has flagged an intention to abandon those controls at some future date. This opportunity could occur following receipt of the Panel report and as part of the adoption of the Amendment prior to the submission of the Amendment to the Minister for Planning for approval.

In this context, the Panel is required to consider the exhibited Amendment and all submissions made in response to it. This includes submissions from Council and to its preferred position having regard to the submissions.

The Panel has received submissions to the Amendment regarding support for and against the internal controls to the three former theatres. It has considered the exhibited Amendment and all submissions regarding this matter.

1.3.3 Request for adjournment

At the Directions Hearing on 12 February 2020 the Hearing was anticipated to proceed on 11, 12 and 13 March 2020.

At the Directions Hearing, Council advised it had received two late submissions regarding the Amendment.

The first of these submissions was from Mr Nott (Submission 10). It was dated 5 February 2020 and was formally referred to the Panel by Council on 7 February 2020. Mr Nott completed a Request to be Heard Form and indicated that he intended to present a submission to the Panel Hearing.

The second of these submissions was from Mr Wight (Submission 11). It was dated 7 February 2020 and Council advised the Panel at the Directions Hearing that it was formally referring the submission to the Panel. Mr Wight indicated in his submission that he did not request to be heard at the Panel Hearing.

Copies of these late submissions were made available to all parties by Council.

Submissions 10 and 11 both deal with similar issues and object to the part of the Council resolution on 26 November 2019 referred to in section 1.3.2 above.

Ms Vilagosh of Norton Rose Fulbright, on behalf of JB and EC Drill (owners of the former Burnley Theatre), submitted a Request to be Heard Form without knowledge of the late submissions. At the Directions Hearing, she advised that as a result of these late submissions, the time requested to make a submission at the Hearing (10 minutes) was unlikely to be sufficient. Ms Vilagosh indicated that her client may need to also call expert evidence.

Ms Eastoe of Best Hooper, on behalf of Richmond Church Lands Trust (owners of the former Richmond Theatre) did not submit a Request to be Heard Form, however at the Directions Hearing, she indicated that as a result of the late submissions her client may want to make a submission at the Hearing, which could also include the calling of expert evidence.

Ms Vilagosh and Ms Eastoe both advised the Panel that prior to their knowledge of these late submissions, their clients were of the view that Council supported abandonment of the proposed internal heritage controls for these properties and that there were no other submissions opposing that approach.

The Panel provided opportunity for these parties to consider their position and advise the Panel by 14 February 2020 regarding the amount of time they required to present their submission and the details of any expert witnesses they might call.

On 13 February 2020, the Panel received correspondence from Ms Brezzi of Norton Rose Fulbright on behalf of the owners of the former Burnley Theatre (Document 1). The letter requested additional time for their client to prepare their case and sought an adjournment of the Hearing, at least with respect to their client's case, to no earlier than May 2020.

On 14 February 2020, the Panel received correspondence from Ms Eastoe (Document 4) confirming that the Richmond Church Lands Trust requested to be heard at the Panel Hearing.

She noted support for the adjournment of the Hearing to no earlier than May 2020 as referred to in Document 1.

The Panel also received correspondence from Council and other parties with respect to the possible adjournment of the Hearing.

The timing of the late submissions resulted in unusual circumstances for the owners of the former Burnley and Richmond Theatres and the Panel accepted that there was a reasonable case for these parties to have additional time to prepare their submissions, including the arrangement of appropriate expert witnesses.

The Panel wrote to all parties on 17 and 20 February 2020 regarding possible alternative Hearing dates.

A further Directions Hearing was held on 25 February 2020 at the Richmond Town Hall. At this Directions Hearing it was agreed that the Hearing would be held on 22, 23 and 24 April 2020.

1.3.4 Hearing format

On 13 March 2020 the Panel wrote to all parties regarding the potential impact of Novel Coronavirus 2019 (COVID-19) on Planning Panels (Document 15). The letter noted:

> Please be aware that the Panel may reschedule, postpone or cancel face to face scheduled hearings at short notice if there is a known risk to people attending from COVID-19 or on the advice of Victorian health authorities and the Victorian State Government.
>
> Scheduled and new hearings may be arranged through video or phone conference where practicable.

On 26 March 2020 the Panel wrote to all parties advising that as a result of COVID-19 there would be no face-to face Hearing and canvassed various alternative options.

The Panel noted an initial preference for the Hearing to proceed 'on the papers', although the letter also flagged the possibility for part or all of the Hearing to be completed via a video conference. Parties were asked to comment on these approaches.

The Collingwood Historical Society, Mr Wight and Mr Nott were supportive of a Hearing conducted 'on the papers'.

The following parties indicated that they were supportive of the Hearing conducted through a combination of 'on the papers' and video conferencing to allow for questions from the Panel and cross examination of witnesses, if necessary:

- Council
- Mr De Luca (former Austral theatre)
- JB and EC Drill (former Burnley theatre)
- Richmond Church Lands Trust (former Richmond theatre).

Mr Mydaras indicated that for "*health and safety*" reasons he thought that the Hearing should be postponed for "*at least six months*".

After carefully reviewing all feedback, including reasons for progressing or adjourning the Hearing, the Panel wrote to all parties on 6 April 2020 to confirm that the Hearing would proceed as scheduled through video conferencing for the following reasons:

- The overwhelming majority of parties were supportive of the Hearing proceeding in some form.
- The health and safety issues expressed by the single party who requested an adjournment were able to be satisfied by the use of video conferencing as there would be no face to face contact between parties.
- Section 167 of the *Planning and Environment Act 1987* enables a Panel to regulate its own proceedings.
- Video conferencing has the capability to conduct the Hearing in public while affording natural justice and procedural fairness to all parties.
- A combination of submissions and expert evidence presented 'on the papers' and via video conferencing would provide all parties with a reasonable opportunity to be heard.
- There are only seven parties to the matter, including Council, which is a relatively small number.
- Planning Panels Victoria had already scheduled video conferences for various matters.

The Panel advised that any party who did not wish to participate in the video conferencing format could submit a further written submission for consideration by the Panel. Directions regarding that process, including providing opportunities for questions to be put in writing to expert witnesses, were detailed in multiple Directions.

Mr Wight was the only party who made a submission to the Hearing 'on the papers'. All questions to expert witnesses were put in person during the video conference.

Mr Mydaras was the only party who initially thought that the Hearing should be adjourned. The Panel notes that Mr Mydaras did not object to the Hearing proceeding in the format outlined by the Panel by letter on 6 April 2020 and he presented and participated extensively at the Hearing.

Council offered to help facilitate the video conferencing process using the Skype platform.

The Panel was cognisant that the use of video conferencing in a Panel Hearing is a relatively new concept. To help facilitate a smooth process, the Panel suggested that it would be helpful if Council could facilitate a 'group test run' of the technology with all parties a day or two prior to the Hearing commencing. This was held on 17 April 2020 and it was a very brief and informal 'virtual meeting' to enable all parties to experience the relevant platform, ask questions and clarify operational protocols. A written set of protocols was circulated before the test run and discussed at that meeting. Details regarding the process of uploading submissions and other documents were also discussed at that meeting.

The Panel requested Council provide reasonable assistance to all parties to help them access and participate in the video conference process. The Panel thanks Council (and in particular its representatives from Maddocks) for assisting all parties with the technology throughout the Hearing. The Panel is very appreciative of the effort and patience demonstrated by Maddocks, which ensured the Hearing process proceeded effectively and smoothly.

The Panel also acknowledges the assistance of Mr Chris Brennan, Project Officer from Planning Panels Victoria, for his extensive assistance with a variety of administrative tasks associated with using the video conferencing format and other related matters.

Prior to the Hearing, a notice was published on the Council web site advising that the Hearing would proceed using a video conferencing format. The notice confirmed that the Hearing was open to the public and invited anyone wanting to observe proceedings to contact Mr Brennan at Planning Panels Victoria to arrange for a link to the Hearing.

The original Directions issued by the Panel on 28 February 2020 were later updated by a new set of 28 Directions issued on 6 April 2020. These included extensive Directions regarding the conduct of the Hearing having regard to the change in format.

As usual, the Panel maintained a Document List of all documents presented at the Hearing. Each document was given a document number and parties were advised of the numbers assigned to each document.

The Panel acknowledges that the COVID-19 pandemic created challenges with respect to the conduct of this Panel Hearing. The health and safety of all parties and the wider community was paramount in the decision of the Panel to vary the usual Hearing process. The Panel was also cognisant of the need to ensure that all parties were provided with appropriate procedural fairness. The Panel is satisfied that the Hearing provided all parties with a reasonable opportunity to be heard and appreciates the co-operation of all parties in these unusual circumstances.

1.3.5 Site inspections

On 28 February 2020 the Panel wrote to all parties regarding the process for an accompanied internal site inspection of three specified properties (the three former theatre sites). An accompanied site inspection was scheduled for 17 April 2020. On 26 March 2020 the Panel wrote to all parties advising that as a result of the public health issues associated with COVID-19, the internal site inspections scheduled for 17 April could not proceed. Instead, the Panel suggested that a video of the relevant internal features of each site could be prepared by a representative of each of the former theatres. The Panel invited comment from parties with respect to this approach.

The following parties were supportive of a video recording of the internal features in lieu of an accompanied inspection:

- Council
- JB and EC Drill (former Burnley theatre)
- Richmond Church Land Trust (former Richmond theatre).

On the other hand, Rigby Cooke Lawyers on behalf of Mr De Luca (former Austral theatre) submitted that:

> ... it is crucial for the Panel to conduct an inspection of some kind before the commencement of the hearing and in the present difficult circumstances, we would suggest an unaccompanied site inspection (provided of course, that it is still lawful on the day it is proposed to be conducted)."
>
> ...
>
> "The suggestion that a representative of each former theatre site provide a video of "relevant internal features" is problematic. In relation to the Austral theatre site, there are little to no relevant internal features remaining, given the extent of deterioration / alteration of the internal areas of the building. We are of the view that an inspection is

necessary to appreciate the extremely dilapidated state of the internal areas 'as a whole'.[2]

The Panel notes that Mr Wight expressed some concerns with "*the potential for bias*" in what was filmed and stated that if a video was to be used to replace a site inspection that the Panel should carefully manage the process.

The Panel considered all of the comments with respect to the conduct of an internal inspection of the three former theatres and concluded that a video recording of each site completed by the relevant owner of each site was appropriate for the following reasons:

- All parties agreed that it was inappropriate for an accompanied site inspection due to the public health risks associated with the coronavirus.
- A video recording was a reasonable and practical alternative to an accompanied site inspection.
- Council and the majority of the former theatre owners agreed that a video recording was a suitable alternative to an accompanied site inspection.
- The Panel had concerns that an unaccompanied internal site inspection could lead to issues of concern regarding natural justice and transparency as other parties would not have access to what the Panel saw.
- A video recording would ensure that all parties are on the 'same footing'.
- A video recording of all three former theatres ensured a consistent approach.
- The concerns raised by Rigby Cooke Lawyers on behalf of Mr De Luca with respect to the condition of the former Austral theatre could be adequately expressed on video.

The Panel considered that concerns regarding what was filmed in each building could also be adequately addressed through Directions.

As directed by the Panel, Council and the relevant owners of each theatre (or their representatives) agreed on a 'list' of the relevant internal features to be filmed for each theatre. This included input from other interested parties and the final list was circulated to all parties (Document 31).

The video of each theatre was comprehensive enough to give the Panel a thorough view of all of the main parts of the theatre and in particular any elements that were referred to in any relevant citation or heritage report.

Each video included captions or file names to explain the location of each scene and a simple floor plan sufficient to help the Panel understand the internal layout of each former theatre against the video footage.

The video of each theatre was circulated to all parties before the commencement of the Hearing (Documents 46, 47 and 48).

The Panel is satisfied that the videos provided an adequate representation of the internal characteristics of each of the former theatres.

In addition to the videos, the Panel completed unaccompanied inspections of the external appearance of multiple sites referred to in the Amendment, including the three former theatres.

[2] Document 18

1.4 Summary of issues raised in submissions

Initially, nine submissions were received and considered by Council, and all submissions responded to site specific changes.

- Three submissions objected to the proposed internal heritage controls for three former theatres:
  - the former Austral Theatre in Johnston Street, Collingwood
  - the former Burnley Theatre in Swan Street, Richmond
  - the former Richmond Theatre in Bridge Road, Richmond
- A submission from St Brigid's Catholic Church objected to the extension of heritage controls over its site in Nicholson Street, North Fitzroy
- A submission from the Collingwood Historical Society dealt with a wide range of site specific matters
- A submission from the '3068 Group' dealt with the proposed extension to the Heritage Overlay in Queens Parade
- Three submissions objected to the Heritage Overlay proposed for 202-206 Church Street, Richmond.

As noted in section 1.3.3, two late submissions (Mr Nott and Mr Wight) were referred by Council to the Panel. These submissions objected to the proposed deletion of the internal controls to the former Richmond Theatre and the former Burnley Theatre.

Mr Wight initially did not seek to be heard at the Hearing. On 7 April 2020 Mr Wight wrote to the Panel to request leave to make a further written submission to the Panel. In this request, Mr Wight said:

- initially he thought he would have been out of Victoria and unable to participate in the Hearing
- he was wanting to make a further submission 'on the papers'
- he did not seek to present his submission at the Hearing
- he did not intend to call any expert witness or seek to ask questions of any expert witness
- he wanted the opportunity to view the video conference, although he did not intend to watch all parts of the Hearing.

The Panel agreed to Mr Wight's request and notes that he observed the Panel Hearing at various times.

At the commencement of the Hearing, Mr O'Farrell queried Mr Wight's submission (Document 49) because he said it contained material purported to be written by another person (Mr Storey) who was "*foreign to this Amendment*" and that portion of the submission should not be accepted as expert evidence. Mr Connor QC and Ms Eastoe supported Mr O'Farrell's concerns. Mr Wight responded that Mr Storey had assisted him in preparing his submission, but that it was not expert evidence.

The Panel agrees that the portion of Wight's submission in Document 49 attributed to Mr Storey is not expert evidence for the purposes of this Panel Hearing. Mr Wight did not seek to call any expert witness and the material presented does not meet the standard processes for the preparation and circulation of expert evidence. Mr Storey was not called at the Hearing and his opinions were not subject to cross examination.

That said, the Panel is prepared to accept the submission from Mr Wight, including the material prepared by Mr Storey. The Panel is, however, not able to give Mr Storey's material the same weight as expert evidence. It is open to any party to submit whatever information it sees fit to the Panel. It is up to the Panel to determine what weight to give that information based on a variety of factors.

1.5 The Panel's approach

The Panel has assessed the Amendment against the principles of net community benefit and sustainable development, as set out in Clause 71.02-3 (Integrated decision making) of the Planning Scheme.

The Panel considered all written submissions made in response to the exhibition of the Amendment, observations from site visits, and submissions, evidence and other material presented to it during the Hearing. It has reviewed a large volume of material, and has had to be selective in referring to the more relevant or determinative material in the Report. All submissions and materials have been considered by the Panel in reaching its conclusions, regardless of whether they are specifically mentioned in the Report.

This Report deals with the issues under the following headings:

- Planning context
- Former Austral Theatre
- Former Burnley Theatre
- Former Richmond Theatre
- Hall's Buildings 202-206 Church Street, Richmond
- Queens Parade Road Reserve
- St Brigid's Catholic Church
- 51 Langridge Street and 14 Glasgow Street, Collingwood
- Form and content of the Amendment.

2 Planning context

2.1 Planning policy framework

Council submitted that the Amendment is supported by various clauses in the Planning Policy Framework, which the Panel has summarised below.

Victorian planning objectives

The Amendment will assist in implementing State policy objectives set out in section 4 of the Act by:

- conserving and enhancing those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value
- facilitating development in accordance with the other objectives
- balancing the present and future interests of all Victorians
- providing for the fair, orderly, economic and sustainable use, and development of land
- providing for the protection of natural and man-made resources and the maintenance of ecological processes and genetic diversity.

Clause 9 (Plan Melbourne)

Plan Melbourne and the goals outlined are supported through the Amendment by correcting anomalies in order to improve the planning process.

Clause 15 (Built Environment and Heritage)

Clause 15 aims to create built environments that respond and are appropriate with the neighbourhood and landscape. It emphasises the importance of conserving places identified as having heritage significance. Council submitted that the Amendment supports this clause by correcting errors and providing better protection of heritage places.

Clause 15.03-1 (Heritage conservation) outlines strategies to protect both built and cultural heritage. Council submitted that the Amendment will improve heritage protection in the planning scheme and help implement the following strategies:

- Identify, assess and document places of natural and cultural heritage significance as a basis for their inclusion in the planning scheme.
- Provide for the conservation and enhancement of those places that are of aesthetic, archaeological, architectural, cultural, scientific or social significance.
- Retain those elements that contribute to the importance of the heritage place.
- Encourage the conservation and restoration of contributory elements of heritage places.
- Ensure an appropriate setting and context for heritage places is maintained or enhanced.
- Support adaptive reuse of heritage buildings where their use has become redundant.
- Consider whether it is appropriate to require the restoration or reconstruction of a heritage building in a Heritage Overlay that has been unlawfully or unintentionally demolished in order to retain or interpret the cultural heritage significance of the building, streetscape or area.

Clause 16 (Housing)

Clause 16 incorporates strategies which encourage appropriate housing provision for new housing to meet community needs.

Clause 16.01-1R (Integrated housing - Metropolitan Melbourne) includes a Strategy - Allow for a range of minimal, incremental and high change residential areas that balance the need to protect valued areas with the need to ensure choice and growth in housing.

Council submitted that heritage protection in the City of Yarra is generally consistent with providing housing to meet projected demand in locations which are suitable and have the capacity for increased densities. It said the Amendment will help achieve the right balance between protecting valued heritage and providing housing.

Clause 17 (Economic Development)

Council submitted the Amendment is consistent with overall objectives to strengthen and diversify the local economy. It said the recent City of Yarra draft Spatial Economic and Employment Strategy identifies strategies and opportunities for growth which are integrated with objectives such as heritage protection.

Local Planning Policy Framework (including MSS)

Council submitted that the Amendment both supports and is consistent with clauses of the Local Planning Policy Framework. Specifically including:

Clause 21.03 (Vision)

Clause 21.03 notes under 'Built form' that "*Yarra's historic fabric which demonstrates the development of metropolitan Melbourne will be internationally recognised*."

Clause 21.04 (Land Use–Accommodation and Housing)

This clause states:

> Yarra will continue to accommodate its share of the housing growth of the inner Melbourne Metropolitan region. However, in order to protect the valued character, and particularly its heritage places, the majority of new development will be accommodated on strategic redevelopment sites. These sites are generally located in, abutting, or close to activity centres, or in locations that offer good access to services and transport.

Council submitted the Amendment proposes to apply the Heritage Overlay and associated provisions to fill some gaps in heritage protection in residential and mixed-use areas.

Clause 21.05-1 (Heritage)

This clause includes the following objective and strategies:

- Objective 14 - To protect and enhance Yarra's heritage places
- Strategy 14.1 - Conserve, protect and enhance identified sites and areas of heritage significance including pre-settlement ecological heritage
- Strategy 14.2 - Support the restoration of heritage places
- Strategy 14.3: Protect the heritage skyline of heritage precincts
- Strategy 14.6 - Protect buildings, streetscapes and precincts of heritage significance from the visual intrusion of built form both within places and from adjoining areas.

Council submitted that the Amendment will help to implement these objectives and strategies by correcting anomalies and strengthening the Heritage Overlay and related provisions.

Clause 22.02 (Development Guidelines for Sites Subject to the Heritage Overlay)

Clause 22.02 contains the policy basis for considering development applications for sites which are subject to the Heritage Overlay. It includes the following relevant objectives:

- To conserve Yarra's natural and cultural heritage
- To conserve the historic fabric and maintain the integrity of places of cultural heritage significance
- To retain significant view lines to, and vistas of, heritage places
- To preserve the scale and pattern of streetscapes in heritage places
- To encourage the preservation, maintenance, restoration and where appropriate, reconstruction of heritage places
- To ensure the adaptation of heritage places is consistent with the principles of good conservation practice
- To ensure that additions and new works to a heritage place respect the significance of the place
- To encourage the retention of 'individually significant' and 'contributory' heritage places
- To protect archaeological sites of cultural heritage significance.

Clause 22.02-3 provides the policy in relation to levels of significance for heritage places. It notes:

> Every building of cultural significance has been assessed and graded according to its heritage contribution. The levels of significance used are:
>
> - Individually significant: The place is a heritage place in its own right. Within a Heritage Overlay applying to an area each individually significant place is also Contributory.
> - Contributory: The place is a contributory element within a larger heritage place. A contributory element could include a building, building groups and works, as well as building or landscape parts such as chimneys, verandahs, wall openings, rooflines and paving.
> - Not contributory: The place is not individually significant and not contributory within the heritage place.

The level of significance of every building is identified in the Incorporated Document 'City of Yarra Review of Heritage Overlay Areas 2007, Appendix 8, revised December 2018'. Council submitted that the Amendment will correct and adjust the heritage grading relating to sites identified in the Incorporated Document. It said that a revised Incorporated Document will improve the application of Clause 22.02.

2.2 Other relevant planning strategies and policies

(i) Yarra Heritage Strategy

On 12 November 2019, Council adopted the Heritage Strategy 2019- 2030 (Heritage Strategy).

The Heritage Strategy defines the City's future strategic approach to the management of heritage in the municipality. It defines key priorities that are important for developing and promoting a greater understanding of heritage within the community and recommends key actions and measures intended to achieve better protection and management of the City's heritage places and assets.

(ii) Incorporated Documents

The Planning Scheme includes two important Incorporated Documents listed in the Schedule to Clause 72.04 that deal with heritage related issues.

The first of these is the 'City of Yarra Review of Heritage Overlay Areas 2007 Appendix 8, revised December 2018'. This document lists each individual property covered by the schedule to the Heritage Overlay. It is arranged in table format and identifies the place type (such as shop or residence), street address, City of Yarra property number, significance grading and date range.

The Amendment proposes to change the title of the document and make specific changes in accordance with the heritage projects and studies which are the subject of the exhibited Amendment.

The second Incorporated Document is the 'Incorporated Plan under the provisions of Clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014'. The Amendment does not propose any changes to this document.

(iii) Thematic Study of Theatres in the City of Yarra, Context Pty Ltd (2017)

In 2015, Council identified that there were gaps in protection for a number of significant heritage theatres in the City of Yarra, after community concern with a proposed development of the Lyric Theatre (247 Johnston Street, Fitzroy – currently being redeveloped).

As a result, Context Pty Ltd was engaged in June 2015 to conduct a study of theatres in the City of Yarra to assess the existing properties and recommend potential controls.

Context identified 38 places which it considered warranted investigation. Of these 38 places:

- 17 had been demolished
- 15 did not require further protection (controls were sufficient)
- three could no longer be located
- three former theatres were considered to have inadequate protection and insufficient controls for the level of significance.

The three former theatres were:

- 200-202 Johnston Street, Fitzroy - Austral Theatre (former)
- 365 Swan Street, Richmond - Burnley Theatre (former)
- 311-317 Bridge Road, Richmond - Richmond Cinema (former).

The former Austral and Richmond Theatres are currently subject to precinct-based Heritage Overlays (HO234 – Johnston Street Precinct and HO310 – Bridge Road Precinct, respectively). The former Burnley Theatre is currently subject to its own site specific Heritage Overlay (HO286).

The exhibited Amendment proposes to:

- apply individual Heritage Overlay controls to the former Austral and Richmond Theatres, both of which were exhibited to include internal controls
- add internal controls to the existing individual Heritage Overlay for the former Burnley Theatre.

The Panel considers the Thematic Study of Theatres in the City of Yarra in detail in later chapters of this report.

(iv) Victoria Street and Bridge Road Built Form Review: Heritage Assessment, GJM Heritage (2018)

In June 2018, Council sought interim heritage planning controls for a number of places in the Victoria Street and Bridge Road activity centres. These were requested on an interim basis through Amendment C251.

These initiatives were part of the work occurring across all major activity centres in Yarra. Council submitted that this was in response to community concerns about the extent of development and the need for better planning provisions and heritage protection.

GJM Heritage consultants were engaged by Council to prepare the Victoria Street and Bridge Road Built Form Review: Heritage Assessment. The assessment recommended further protections and included recommendations for 12 places, being:

- 2 places changed from 'individually significant' to 'not contributory', because they have been redeveloped
- 1 place removed from the Heritage Overlay mapping to correct an error
- 1 mapping correction to extend the Heritage Overlay over an entire significant place
- 6 places recommended to be transferred from a precinct Heritage Overlay to an individual Heritage Overlay control
- 2 places (32 and 34 Thomas Street, Richmond and 202-206 Church Street, Richmond) were proposed for the introduction of new Heritage Overlays.

The Amendment makes changes to these heritage places in accordance with the recommendations of the GJM Heritage review. Specific property details are provided in section 1.1 above.

The Panel considers the Victoria Street and Bridge Road Built Form Review: Heritage Assessment (2018) in later chapters of this report.

(v) Collingwood Mixed Use Pocket, Heritage Assessment and Recommendations, GJM Heritage (2018)

The Collingwood Mixed Use Pocket, Heritage Assessment and Recommendations report forms part of a suite of analysis that considers the Fitzroy and Collingwood commercial corridors and associated mixed-use pockets as well as the Smith and Brunswick Street commercial corridors (including the Gertrude and Johnston Street commercial strips) and associated mixed-use pockets including the 'Collingwood Mixed Use Pocket'.

Council submitted that the 'Collingwood Mixed Use Pocket' was considered outside of the wider study area because of its discrete nature and the high level of development pressure that is impacting on the heritage values of the precinct.

It said the purpose of this assessment was to ensure that the built form framework being developed by Hansen Partnership for the Collingwood Mixed Use Pocket takes proper account of the heritage values of the recognised heritage precincts and individual buildings within the study area, and results in planning controls that reflect fully integrated decision-making.

The analysis within the Collingwood Mixed Use Pocket report considered:

- the suitability of the extent of the Heritage Overlay for places and precincts within the Collingwood Mixed Use Pocket
- the heritage grading of each property within the Heritage Overlay

- the currency of the existing Statements of Significance for places and/or precincts to ensure they provide adequate guidance for the management of important heritage features
- places not currently included on the Victorian Heritage Register (VHR) but which may warrant nomination to the VHR
- built form parameters necessary to appropriately manage increased mixed-use development within the context of the heritage places and/or precincts.

This GJM report recommended further heritage assessment for 18-22 Derby Street, Collingwood and 33-45 Derby Street, Collingwood.

(vi) Heritage Citation: 18-22 Derby Street, Collingwood, Anthemion Consultancies (2018)

As a result of the Collingwood Mixed Use Pocket, Heritage Assessment & Recommendations, GJM Heritage (2018), further investigation into 18-22 Derby Street, Collingwood was conducted by Anthemion Consultancies.

This further work recommended that the properties be included in an existing Heritage Overlay Precinct (HO102) because they share a linked history to adjoining properties at 10-16 Derby Street and form a visual unit with these properties.

(vii) Heritage Citation: 33-45 Derby Street, Collingwood, GJM Heritage (2018)

In response to the recommendation in the Collingwood Mixed Use Pocket, Heritage Assessment & Recommendations, GJM Heritage (2018), further investigation into 33-45 Derby Street, Collingwood was conducted by GJM Heritage.

This heritage report investigated the potential extension of the Victoria Parade Precinct (HO336) to include 33-45 Derby Street, Collingwood. In summary, it was recommended that these properties be included within an extension of HO336.

(viii) Heritage Citation: Queens Parade, Fitzroy North Street Trees, John Patrick Landscape Architects Pty. Ltd (2018)

John Patrick Architects Pty Ltd was commissioned by Council to provide advice regarding an anomaly in the application of Heritage Overlay HO93 of the Scheme.

The Schedule to Clause 43.01 Heritage Overlay (HO93) of the Scheme indicates that the heritage place to which this overlay applies is 'Queens Parade, between Alexandra Parade and Delbridge Street, Clifton Hill/Fitzroy North, Street Trees'.

The current extent of HO93 is limited to a central corridor in the road reserve, however, the John Patrick review concluded that the Heritage Overlay boundary should include the entire width of the Queens Parade road reserve. On page 16, the report stated:

> The Heritage Overlay is intended to encompass the nature strips, the trees within them, the extent of the root zones of these trees, and the outer basalt curbs and drainage channels on both sides of Queens Parade (adjacent to the service lanes). The medians which divide the central traffic lanes from the service lanes are also intended to be encompassed, along with the uncut basalt rock borders and basalt pitcher drainage channels adjacent to these medians.

Council submitted that the Amendment was consistent with the recommendations of the John Patrick study.

The Panel considers the John Patrick study in later chapters of this report.

2.3 Planning scheme provisions

(i) Zones

The Amendment proposes a number of minor zoning changes and are typically applied in circumstances where land is within two different zones. The Amendment generally includes properties within a single zone, such as the:

- Commercial 1 Zone
- Commercial 2 Zone
- Mixed Use Zone
- General Residential Zone
- Neighbourhood Residential Zone
- Public Use Zone.

There were no submissions regarding any of the proposed zoning changes.

(ii) Overlays

Submissions related to issues associated with the application of the Heritage Overlay.

The purpose of the Heritage Overlay is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To conserve and enhance heritage places of natural or cultural significance.
- To conserve and enhance those elements which contribute to the significance of heritage places.
- To ensure that development does not adversely affect the significance of heritage places.
- To conserve specified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.

2.4 Amendment VC148

Amendment VC148 was gazetted on 31 July 2018 and made amendments to the Victoria Planning Provisions (VPP), including the Heritage Overlay at Clause 43.01-5 to include the following requirement:

> Statements of Significance
>
> The schedule to this overlay must specify a statement of significance for each heritage place included in the schedule after the commencement of Amendment VC148. This does not apply to:
>
> - A heritage place included in the schedule to this overlay by an amendment prepared or authorised by the Minister under section 8(1)(b) or section 8A(4) of the Act before or within three months after the commencement of VC148.
> - A registered heritage place included in the Victorian Heritage Register established under Part 3 of the Heritage Act 2017.
> - A heritage place included in the schedule to this overlay on an interim basis.

Amendment C245 was authorised on 21 December 2018, and is therefore outside the 3 month exemption period under dot point number one of Clause 43.01-5.

Where an amendment proposes to include a new heritage place in the schedule to the Heritage Overlay and the exemptions under Clause 43.01-5 are not available, a Statement of Significance is required to be:

- listed in the schedule to clause 43.01 Heritage Overlay (in column 2)
- included as an Incorporated Document at clause 72.04.

Council submitted that currently all of Yarra's Statements of Significance are Reference Documents in the Scheme.

The Panel notes that the exhibited version of Amendment C245 did not propose any of the existing or proposed Statements of Significance to become Incorporated Documents and were not listed in either the schedule to Clause 43.01 or Clause 72.04.

The Panel considers this issue in further detail in later chapters of this report.

2.5 Ministerial Directions and Practice Notes

Ministerial Directions

Council submitted that the Amendment is consistent with the Ministerial Direction on the Form and Content of Planning Schemes in section 7(5) of the Act.

More particularly, Council submitted the proposed ordinance and map changes have been prepared in accordance with the relevant requirements of the Ministerial Direction.

Council also submitted that the Amendment has been prepared in accordance with other relevant Ministerial directions including:

- Ministerial Direction 9 – Metropolitan Planning Strategy
- Ministerial Direction 11 – Strategic Assessment of Planning Scheme Amendments
- Ministerial Direction 15 – The Planning Scheme Amendment Process.

Planning Practice Notes

Council submitted that the Amendment was consistent with the guidance provided in the following Planning Practice Notes (PPN):

- PPN01: Applying the Heritage Overlay (August 2018) provides guidance about the use of the Heritage Overlay
- PPN13: Incorporated and Background Documents (September 2018) provides guidance on when a document should be incorporated or be a background document to the Scheme.

The Panel provides further discussion regarding these PPN in later chapters of this report.

2.6 Discussion and conclusion

For the reasons set out in the following chapters, the Panel concludes that the Amendment is generally supported by, and implements, the relevant sections of the PPF, and is consistent with the relevant Ministerial Directions and Practice Notes. The Amendment is generally well founded and strategically justified, and the Amendment should proceed subject to addressing the more specific issues raised in submissions as discussed in the following chapters.

3 Former Austral Theatre

3.1 What are the issues?

The former Austral Theatre is located at 200-202 Johnston Street, Collingwood. The land is:

- wholly within the Commercial 2 Zone (C2Z)
- wholly within Design and Development Overlay – Schedule 15 (DDO15)
- partly within a Special Building Overlay (SBO) which applies to a relatively small area at the Sackville Street frontage of the site
- partly within a Heritage Overlay (HO324), a precinct-based overlay which applies to approximately the southern half of the site.

The former Austral Theatre is currently graded as 'individually significant' within the Johnston Street Precinct (HO324). External paint controls apply. No internal controls currently apply.

The building is currently used as a carpet warehouse and sales outlet.

The exhibited Amendment proposes to remove the site from HO324 and apply a site specific Heritage Overlay (HO499) to the whole of the site, which includes internal alteration controls. It also proposes to update the Statement of Significance.

Figure 1 The Johnston Street facade to the former Austral Theatre (from Raworth evidence statement)



The issues are:

- whether the internal controls are appropriate
- whether the site should be included in a site specific Heritage Overlay (HO499) or should remain as part of the Johnston street Precinct (HO324)
- whether the boundary of the Heritage Overlay should include the entire site
- whether the Statements of Significance should be modified.

Each of these issues are discussed below.

3.2 Internal controls

(i) Evidence and submissions

Council submitted that the starting point for considering the application of internal alteration controls to places included in the Heritage Overlay is Planning Practice Note 1: Applying the Heritage Overlay (PPN01), which states:

> Internal alteration controls over specified buildings can be applied in the schedule by including a 'yes' in the 'Internal Alteration Controls Apply?' column. This provision should be applied sparingly and on a selective basis to special interiors of high significance. The statement of significance for the heritage place should explain what is significant about the interior and why it is important.

Council referred to a variety of previous Panel reports that have dealt with internal controls to heritage buildings, including:

- Heritage Provisions Review Final Report (AC) [2007] PPV 65
- Whitehorse C74 Part 2 (PSA) [2008] PPV 29
- Greater Shepparton C205 (PSA) [2020] PPV 12
- Melbourne C186 (PSA) [2012] PPV 79
- Melbourne C207 (PSA) [2014] PPV 10.

Council submitted that a number of key principles could be derived from these reports in relation to the application of internal alteration controls:

- internal controls should be applied sparingly and on a selective basis
- the threshold for internal controls, that is, 'special interiors of high significance' is of a higher level than that required for listing a place in the Heritage Overlay
- it is appropriate to include internal controls where the interiors contribute to the heritage significance of the place
- comparative analysis may be required, but is not always necessary, to justify the application of internal alteration controls.

Council submitted that the Thematic Study of Theatres in the City of Yarra (2017) by Context (the Theatres Study) provided the strategic justification for the application of internal alteration controls at the former Austral Theatre. The Theatres Study describes the internal fabric of significance in the Austral Theatre as follows:

> The former Austral Theatre is historically significant as it demonstrates particular characteristics of the picture palace with the advent of 'talkies'. This includes large open internal spaces to assist view lines to the screen, vaulted ceilings, mezzanine levels and bio boxes over a ground level entry. These picture places generally exhibited a neo-classical and art deco styling reflecting in a sense of the place being a 'cathedral for entertainment' – as a special part of the community sense of place at the time when entertainment was a luxury. (Criterion D)
>
> ...
>
> The interior is significant for the layout including the foyer with stairs to the gallery (circle), toilets, and the main auditorium space. The foyer, swag-bellied balustrade, auditorium ceiling, walls and the proscenium are aesthetically significance for their ornate plater detailing incorporating a variety of classical motifs including columns, figures and festoons. The history and use of the building [as] a picture place is best demonstrated by the interior volume, form and interior decorative elements. (Criteria E)

Council called Ms Brady, an experienced heritage expert, to give evidence in respect of the former Austral Theatre. Although Ms Brady concluded that the Theatres Study completed by

Context generally followed a sound methodology, she did not agree with the conclusions and recommendations of the report. She did not believe that the former Austral Theatre warranted internal heritage controls and stated:

> The application of internal controls to places (buildings) of local significance, under the mechanism of the Heritage Overlay, is rare. Conventionally, such controls have mainly been applied to places, and interiors, at a state level of significance, under the Heritage Act 2017.
>
> This is not to say that such controls should not be applied at the local level, but rather that historically a very cautious approach has been adopted.
>
> The VPP Practice Note, which is referred to in the Theatres Review report, states the following regarding 'Applying internal alterations controls':
>
> *"... This provision should be applied sparingly and on a selective basis to special interiors of high significance*".
>
> The emphasis is on applying or using the controls 'sparingly' and on a 'selective basis', where the interiors are 'special' and of 'high significance'. This guidance, as provided in the Practice Note, appears to establish a high to very high local threshold which, in turn, may help explain the rare use of the controls at local level.
>
> In Yarra, this control has rarely been applied, save for HO464. This, again, tends to indicate a high to very high local threshold for internal controls.[3]

Ms Brady noted that the comparative analysis included in the Theatres Review to assist with assessing – and ranking – the significance of the interiors was generally limited to the surviving theatres under review. The analysis did not go to the local threshold, or to municipal comparisons, for the introduction of internal controls, accepting also that this may have been beyond the scope of the study.

Ms Brady inspected the former Austral Theatre and, whilst she generally agreed with most (but not all) of the description of the interior of the building in the Context report, she said that, in her opinion, the interior did not reach the threshold required to warrant the application of internal controls. She said that the interior had been substantially modified and had undergone extensive adaptation including the removal of several key components such as the stage and proscenium. As a result, she said it was *"difficult to understand the storey of the theatre"*.

Ms Brady noted:

> None of the above is intended to imply that the theatres under consideration in this Amendment are not of heritage value, or are of limited value, and from that not deserving of Heritage Overlay controls. Rather, the theatres are of local heritage value, and are individually significant, but it is the application of internal controls which is questioned and not supported here.[4]

Council took the unusual position of disagreeing with its own expert witness. It said:

> Council respectfully disagrees with Ms Brady's conclusion. While Council understands that some internal fabric has been removed and altered Council submits that, consistent with the Theatres Study:
>
> - the theatre, including its surviving interior, represents one of the only remaining picture palaces in the City of Yarra, satisfying Criterion B

[3] Document 33, paras 31-35
[4] Document 33, para 53

- the theatre retains enough fabric to be representative of neo-classical and art deco styling, satisfying Criterion D
- even with the alteration, the layout of the theatre demonstrates the history and use of the building as a picture place, satisfying Criterion E.[5]

Mr Connor QC on behalf of Mr De Luca, the owner of the former Austral Theatre, submitted that the quality of the interior did not justify internal controls. He said that numerous aspects of the interior emphasised in the Theatres Study are either no longer in evidence, suffer from a low degree of intactness or lack any interest altogether. In particular he said:

- the interior of this building has, as Ms Brady stated in evidence, been "chopped up" to such an extent that it is "difficult to understand what's going on" with this interior
- the stage and proscenium – the focus and key element of any theatre, is no longer in evidence
- the area formerly occupied by the stage includes offices at ground associated with the retail / warehousing operation and a discrete residential apartment which has been developed above
- it is unclear whether the footprint of the bio box is present and any fixtures and fittings associated with film equipment and the like are long gone
- the so-called 'swag bellied' balcony with plaster festoon decoration is no longer apparent, having been damaged significantly by the warehousing operation
- the ceiling in the auditorium space appears far less intact today and the photographs of 2004 show chandeliers that are no longer evident on site
- the ceiling to the auditorium space was originally decorated with strapping and moulded wreaths, though they were of a simple and conventional character
- the wall and ceiling plaster decoration is not intact, and is in poor condition
- the entry foyer is more intact but features a relatively simple, conventional decorative scheme to the ceiling, like a ceiling decoration that might be found in a residential dwelling from the period
- the original foyer floor is no longer in evidence as a ramp allowing disabled access has been built
- the upper level balcony or seating area now contains additional offices which in substantial part subdivide that area and give rise to the absence of 'legibility' alluded to by Ms Brady in her evidence
- all original auditorium seating has been removed
- the 'interior landscapes' referred to in 1921 as a distinctive feature, are no longer present
- the internal stairs are intact but are plain in character
- the toilets may be intact in terms of plan but appear to have had many of their original fittings replaced and to have been of little decorative interest to begin with.

Mr Connor said that Council's argument for internal controls is not supported by the weight of the evidence before the Panel, nor by a proper application of PPN01.

Mr Connor called Mr Raworth, an experienced heritage expert, to give evidence. Mr Raworth said:

[5] Document 52

> While it can be agreed that the former Austral Theatre is of some minor degree of local historic and aesthetic interest, the primary aesthetic significance relates to the Johnston Street facade and its contribution to the adjacent streetscape, not to the interior. The interior appears to have originally been of a relatively plain, conventional design in terms of layout and plasterwork, and has since been so heavily comprised that it no longer fully communicates the experience of a 1920s picture house in the manner of other examples of more intact and more aesthetically sophisticated cinemas. Internal spaces such as the 'foyer with stairs to the gallery (circle), toilets, and the main auditorium space' were universal to all picture theatres, and do not make the place aesthetically significant in and of themselves. The stage and proscenium are key elements to theatre planning, which are now gone from the subject building. The quality of the interior decoration in terms of elaborateness, inventiveness and materials is a key consideration in assessments of the internal significance, and in the subject building they are of a relatively simple, unremarkable character. The remaining original internal fabric lacks flamboyance. The absence of any detailed reportage or illustrations of the building in the architectural or local press is indicative of the building's conventional, unremarkable character. If the building was the work of a notable architect, it may reasonably be expected their identity would have been reported or attributed.
>
> On the basis of this analysis, I do not believe the interiors of the former Austral Theatre are intact or significant to a sufficient degree to warrant the application of internal controls in the Yarra Planning Scheme.[6]

Mr Raworth said that while the building interior was in poor condition, it was more salient to the current analysis that it has, as a whole, a low degree of intactness and is of little significance. He concluded that:

> … having regard for the low degree of intactness and undistinguished character of the interiors, there seems little substance to the overstated claims of significance for the interior found in Council's study, nor for the proposed internal control.
>
> It also seems to me from experience across a broad range of related planning matters that there is a case to be made against the proposed Heritage Overlay listing of the interior in terms of concepts such as standard practice in the application of the Heritage Overlay and in particular having regard for the high bar established by the practice note in relation to the application of internal controls. The proposed control does not accord with standard and accepted practice in the application of the Heritage Overlay in relation to the interior to this building, which is incomplete, in poor condition, and in my view, unimpressive as an exemplar of its type.[7]

During his evidence in chief and under cross-examination, Mr Raworth clarified that the 'simple' or 'modest' design of the interiors was not fatal to the assessment of the interiors. He stated that it was the combination of the modest design and the incomplete fabric of the interior that was also in such poor condition which together meant that, in his opinion, the interiors do not meet the required level of significance to justify internal controls. He said that a 'simple' interior that was 'complete' could have been 'special'.

Ms Cummings, on behalf of the Collingwood Historical Society, acknowledged that internal heritage controls have been used sparingly in the City of Yarra. She said that these types of controls are well used in some other municipalities and should be used more widely in Yarra where appropriate.

Ms Cummings submitted that:

- the building and its interior are of architectural significance and was of a high level of social importance to the local community in the Depression of the 1920s and 1930s

[6] Document 37, paras 36-37
[7] Document 37, para 46-47

- the 'simple' design was consistent with the context of a working-class suburb like Collingwood
- the site is of local significance and is not "*about state-wide significance or high art*"
- the extent to which the building has been compromised by changes to the interior is a reason to protect what remains.

Ms Cummings submitted that the decorative ceilings of the foyer, the balcony and the decorated high ceiling of the auditorium, even if not fully intact, should be a priority for protection. She suggested that to facilitate the daily running of a business in a building with internal heritage controls, a mechanism may be needed for undertaking minor interior works that do not impact on the heritage fabric. Alternatively, those elements which are to be preserved could be itemised.

Mr Nott echoed the submission of the Collingwood Historical Society. He said he knew the building well and had shopped there for many years. In his view, the foyer, balcony and the ceiling of the main auditorium were all partially intact. He said that the layout of the existing spaces had changed little from the building's days as a cinema and then as a roller skating rink and it was not difficult to distinguish the component parts which were functional in its original use.

Mr Nott supported the application of internal heritage controls and provided a marked up drawing shows the parts of the former theatre that could be protected by internal heritage controls whilst still allowing for adaptive re-use.

Mr Wight submitted that while the interior was not fully intact, it retained "*features of considerable significance worthy of protection at the local level*". These features include:

- the foyer ceilings
- stairs to the balcony
- the balcony balustrade
- auditorium ceiling and space.

Mr Wight submitted that the controls should also be accompanied by an incorporated plan, which would provide for exemption of day to day minor changes that do not impact on the significant elements of the place.

Mr Nott asked Ms Brady and Mr Raworth about the idea of selectively prescribing features of the interior within an incorporated document. Both experts acknowledged that this was technically possible, however for the reasons expressed in their evidence they did not believe it was justified or appropriate in this circumstance.

(ii) Discussion

The Panel accepts that the starting point for the assessment of internal heritage controls is PPN01. As acknowledged by Council and both of the expert witnesses, this generally places a 'high bar' for the application of internal heritage controls for a building. The Panel agrees with Council's submission that:

- internal controls should be applied sparingly and on a selective basis
- the threshold for internal controls, that is, 'special interiors of high significance' is of a higher level than that required for listing a place in the Heritage Overlay
- it is appropriate to include internal controls where the interiors contribute to the heritage significance of the place

- comparative analysis may be required, but is not always necessary, to justify the application of internal alteration controls.

The Panel does not accept that the Theatres Study provides appropriate justification for the inclusion of internal heritage controls for the former Austral Theatre. It has reviewed the report in detail and prefers the expert evidence of both Ms Brady and Mr Raworth.

Although the Theatres Study provides some interesting information about the early history of the theatres, the Panel does not agree with the conclusions and recommendations resulting from the report with respect to the implementation of internal heritage controls for the former Austral Theatre.

The Panel heard no expert evidence in support of the proposed internal controls.

The Panel found the evidence of Ms Brady and Mr Raworth compelling. They both agreed that the interior of the building did not reach the required threshold to justify interior controls. They both noted that the interior had been extensively modified and debased over time. Both experts concluded that the interiors of the former theatre are neither intact nor significant to a sufficient degree to warrant the application of internal controls. In short, the building does not display a 'special interior of high significance'.

The Panel considered the submissions of the Collingwood Historical Society, Mr Nott and Mr Wight with respect to potentially listing selected parts of the interior of the former theatre to ensure that those features are protected.

Clause 43.01-3 of the Heritage Overlay allows an incorporated plan to be prepared to identify works to a heritage place that are exempt from the need for a planning permit. To do so, the plan must be specified in the schedule to the overlay and must also be listed in the schedule to Clause 72.04.

The Panel does not believe that the remaining features within the building warrant the application of selective protection. The features that do remain are marginal and do not present sufficient coherence to meaningfully explain the former use. The Panel agrees with Ms Brady that it is extremely difficult to determine the whole story of the building from the remaining fragments of its past and they do not warrant protection through the application of internal heritage controls.

The Panel accepts that the heritage significance of the former theatre is appropriately protected by the current controls in place.

(iii) Conclusions and recommendations

The Panel concludes:

- The application of internal heritage controls would be inconsistent with PPN01.
- The interior of the building has been extensively modified and features have been removed to such an extent that the building does not display the required 'special interior of high significance' to justify internal heritage controls.
- The evidence presented on behalf of Council and the owner of the building is compelling and consistent.
- The few remaining heritage features within the building do not warrant the application of selective protection.

- The recommendations in the Thematic Study of Theatres in the City of Yarra, Context Pty Ltd (2017) with respect to the application of internal heritage controls for the former Austral theatre are not supported.
- The Panel accepts that the heritage significance of the former theatre is appropriately protected by the current controls in place.

The Panel recommends:

1. **Abandon the application of internal heritage controls to 200-202 Johnston Street, Collingwood (former Austral Theatre).**

3.3 Site specific Heritage Overlay

(i) Evidence and submissions

Council submitted that the basis for the proposed site specific Heritage Overlay (HO499) was the Thematic Study of Theatres in the City of Yarra, Context Pty Ltd (2017). That report outlined three possible approaches to applying selective controls (in this case, internal alternation controls) to places within heritage precincts. These approaches included:

- excluding the place from the precinct and applying a new individual Heritage Overlay number to the site
- retaining the place within the precinct as a place which is 'Significant to the Precinct' and amend the schedule to Clause 43.01 to specify that internal controls only relate to a specific address within the precinct
- retain the place within the precinct and through an Incorporated Plan apply the selective control to only a specified place within the precinct.

The report recommended that the first of these options should be applied to the former Austral Theatre site. It recommended this because the site sat within a large and well established heritage precinct and retaining the site within the precinct could lead to confusion and potential additional work for Council in resolving concerns from other property owners.

Mr Connor submitted that if no internal heritage controls are applied to the former Austral Theatre then there is no need for HO499. He submitted that the existing heritage precinct (HO324) was sufficient.

He said the local historic and aesthetic significance of the former theatre as outlined in the existing Statement of Significance is primarily linked to its Johnston Street façade and its contribution to the adjacent streetscape.

Mr Connor submitted that the site is adequately protected by the existing controls and can remain an 'individually significant' place within the Johnston Street Precinct.

Ms Brady and Mr Raworth agreed that proposed HO499 was not necessary or appropriate.

(ii) Discussion

The Panel agrees that the application of HO499 as an individual Heritage Overly to the former Austral Theatre is predicated on the assumption that internal heritage controls should apply to the site. As the Panel has already concluded that internal heritage controls should not apply to the site, it follows that an individual Heritage Overlay should not be applied to the site.

The Panel agrees that the site should remain within the existing heritage precinct HO324.

(iii) Conclusions and recommendations

The Panel concludes:

- That the proposed site specific Heritage Overlay (HO499) is not appropriate.
- The former Austral Theatre should remain within the Johnston Street Precinct (HO324).

The Panel recommends:

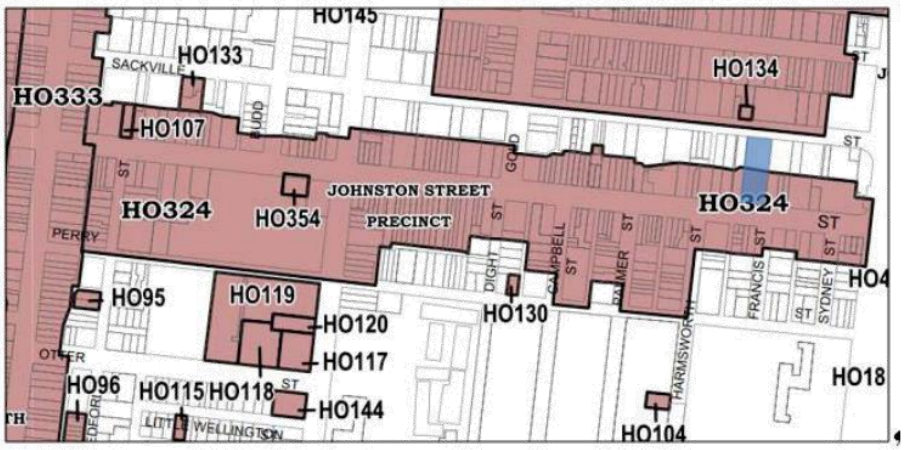
2. **Abandon HO499 as a site specific Heritage Overlay to 200-202 Johnston Street, Collingwood (the former Austral Theatre).**
3. **Delete HO499 from the schedule to Clause 43.01.**
4. **Delete HO499 from the City of Yarra Database of Heritage Significant Areas, July 2019.**

3.4 Extent of Heritage boundary

(i) Evidence and submissions

The current extent of HO324 does not include the entire site at 200-202 Johnston Street, Collingwood. Only the southern or front portion of the site is covered by the overlay.

Figure 2 Heritage Overlay map showing extent of the HO324 Johnston Street Precinct, with former Austral Theatre shaded blue (from Raworth evidence statement)



The Theatres Study recommended the application of the site specific HO499 across the whole of the former Austral Theatre site.

Although Ms Brady did not support the application of HO499 to the site, she recommended that the precinct boundary of HO324 be extended to the whole of the property.

Mr Raworth also supported the extension of the precinct boundary across the whole of the site.

Council submitted that while Ms Brady and Mr Raworth's recommendations related to the precinct rather than site specific Heritage Overlay, their approach was consistent with the approach taken by Panels following PPN01. That is, it is generally appropriate to extend the Heritage Overlay to the boundaries of the site.

Council submitted that if the Panel recommended that the Austral Theatre site should remain within the Johnston Street Precinct (HO324), then the precinct boundary should be extended to include the whole of the Austral Theatre site.

Mr Connor, on behalf of the landowner, submitted that Mr De Luca did not object to the footprint of the Heritage Overlay Precinct (HO324) being amended to include the whole of the Austral Theatre site. He noted that:

> This minor change to the footprint of HO324 does not attract the mandatory specification requirement identified at clause 43.01-5. It is submitted that the term 'heritage place' as it appears in that clause is a reference to the heritage place identified in the schedule to the overlay. In this case, this is the precinct overlay known as HO324. It is understood that this heritage place was in the schedule to the overlay well before the commencement of Amendment VC148.[8]

(ii) Discussion

The Panel agrees it is appropriate to include the entire property at 200-202 Johnston Street, Collingwood within the existing Heritage Overlay.

The site is already graded 'individually significant' to the HO324 precinct, although approximately half of the property is excluded from the precinct. This is an anomaly which is not conducive to managing and protecting the heritage significance and values of the place and it should be remedied.

The Panel notes that all parties supported this action.

The Panel also accepts that the change to the boundary does not necessitate the mandatory specification requirement at Clause 43.01-5 for the reasons outlined by Mr Connor.

(iii) Conclusions and recommendations

The Panel concludes:

- The boundary of the Johnston Street Precinct Heritage Overlay (HO324) should be extended over the entire site at 200-202 Johnston Street, Collingwood (former Austral Theatre).

The Panel recommends:

5. **Extend the boundary of HO324 over the entire site at 200-202 Johnston Street, Collingwood (former Austral Theatre).**

3.5 Statement of significance

(i) Evidence and submissions

The existing Statement of Significance for the Johnston Street Precinct (HO324) is within a Reference Document listed in Clause 21.11.

[8] Document 58, para 57

The former Austral Theatre site is also included as an 'individually significant' place within the Johnston Street Precinct and has a site specific Statement of Significance. This is also within a Reference Document listed in Clause 21.11.

Council submitted that the Amendment does not propose to change the 'individually significant' grading of the site.

The Amendment proposes to individually list the site within the Heritage Overlay and the site would become 'individually significant' to the site specific HO499, rather than HO324 precinct.

Council submitted that the current 'individually significant' grading of the Austral Theatre is appropriate.

Ms Brady supported the 'individually significant' grading despite not supporting the site specific HO499. She noted, however that the HO324 citation should be amended to include further detail on the Austral Theatre.

Although Mr Raworth disputed the significance of the interiors, he did not dispute the current grading of the Austral Theatre in his evidence statement.

Council acknowledged that the exhibited Statement of Significance for the proposed HO499 was not proposed to be included as an Incorporated Document. It could not adequately explain to the Panel why this was the case. During the Hearing, Council agreed that, in accordance with the requirements of Clause 43.01-5, a Statement of Significance for a new heritage place (HO499) is required to be an Incorporated Document.

During the Hearing, Council submitted various iterations of a revised Statement of Significance for HO499. In its closing submission (Document 62) Council submitted its final version in Attachment 4 to Document 62. This Statement of Significance was modified to remove features of the interior of the building that no longer exist and was proposed to be an Incorporated Document within the planning scheme.

Council submitted that if the Panel recommended against internal controls and HO499 for the former Austral Theatre, then the version of the Statement of Significance in Attachment 4 to Document 62 could be modified in numerous places to delete references to the interior of the building. This was articulated in Document 62 at paragraph 60 as follows:

> Under 'What is significant', deleting the words 'including the interior foyer and auditorium'.
>
> Under 'Why is it significant', deleting:
>
> - the words 'and one of four with surviving interiors' in relation to Criterion B;
> - the second sentence in the paragraph referring to Criterion D; and
> - the second, third and fourth sentences in the paragraph referring to Criterion E.

Council submitted that in these circumstances, it would also be necessary to:

- replace the current site specific Statement of Significance and identify it as a separate 'Reference Document' at clauses 21.11 and 22.02 (instead of as an Incorporated Document)
- update the Statement of Significance for the Johnston Street Precinct (HO324) in accordance with recommended changes suggested by Ms Brady.

Ms Brady noted that the citation for HO324 Johnston Street Precinct is included in the City of Yarra Review of Heritage Overlay Areas (Graeme Butler and Associates 2007, updated 2013). She said the citation made various references to the former Austral Theatre site, for example:

- under 'What is significant?' the citation refers to the theatre as a 'recreational site' and one of the 'significant buildings' in the precinct
- under 'Why is it significant?' it refers to a 'former theatre' (understood to be the Austral Theatre).

Ms Brady recommended that some of the information from the Theatres Study completed by Context should be added to the section of the citation under the heading 'What is significant?' where it addresses twentieth century development in the precinct. The additional words suggested by Ms Brady are underlined in the following extract from the citation.

> ...
>
> Other significant buildings include hotels such as the Galloway Arms of 1888 (115 Johnston Street) and the Bendigo Hotel of 1911 (125 Johnston Street); shops like G Mateer's Victoria Bakery 1888 (67 Johnston Street) and Williams' Buildings of 1895 (153-157 Johnston Street) and recreational sites like the former Austral Theatre, later the Austral Picture Theatre, of 1921 (202-204 Johnston Street). The latter originally had a seating capacity of 1600, opening at a time when suburban picture palaces were immensely popular. The stripped back Greek revival façade, with applied mouldings and stepped parapet, is a distinctive contributor to this area of Johnston Street.[9]

Ms Brady was not asked by Council to prepare a modified Statement of Significance for the site on the basis that internal controls were not implemented.

Mr Raworth agreed that the former Austral Theatre is currently identified as individually significant within an existing heritage precinct. He said that the existing Statement of Significance notes the building's historic significance as a former theatre and the aesthetic of the Johnston Street frontage. In his opinion, the existing Statement of Significance and external heritage control adequately captured the significance of the place. He noted that the citation was in a contemporary format and was relatively recently prepared. Although he noted that some aspects could be improved slightly, he saw no compelling reason to amendment the Statement of Significance.

Mr Connor, on behalf of the owner of the former Austral Theatre, submitted that:

- the existing Statements of Significance are adequate and should not be modified
- the proposed modifications to the Statement of Significance exhibited in the Amendment are based on a flawed analysis of the interior of the building (the Theatres Study)
- any modification to the Statements of Significance should be based on detailed analysis and requires careful drafting
- the content of a Statement of Significance is important and requires careful thought and precision to avoid unintended consequences
- Statements of Significance should not be modified 'on the run'
- attempting to amend a Statement of Significance built upon a statement contained in, and derived from, a study that is fundamentally flawed is an exercise that proceeds from a faulty foundation.

[9] Document 33, para 57

Mr Connor objected strongly to the Council's proposed changes to the Statement of Significance for the site in the event that internal heritage controls were not supported by the Panel (in Document 62 at paragraph 60). He submitted that none of these changes were:

- identified prior to or during the Hearing
- put to Ms Brady for her comment or consideration
- put to Mr Raworth for his comment or consideration.

The Collingwood Historical Society and Mr Nott submitted that the exhibited Statement of Significance should be adopted even if the Panel concluded that internal heritage controls were not appropriate.

(ii) Discussion

The Panel accepts that the site should remain an 'individually significant' place within HO324.

Having already concluded that the site should not be included within a new Heritage Overlay (HO499), the Panel agrees with Council that the requirements of Clause 43.01-5 do not apply.

The Panel has also already concluded that the internal controls are not appropriate. It follows that any reference to the quality of the interior of the building should not be included in any modified Statement of Significance.

Council and Ms Brady have suggested a number of changes to the Statements of Significance. The Panel does not consider that the changes suggested by Council or Ms Brady warrant inclusion in either of the existing Statements of Significance.

The minor change to the precinct citation recommended by Ms Brady offers little utility to the understanding of 'What is significant' when there is also a more detailed 'individually significant' citation that needs to be read in conjunction with the precinct citation.

In addition, the Panel agrees with Mr Raworth that there is no compelling reason to modify the site specific citation for the site. Although perhaps not perfect, the Panel is not persuaded that sufficient justification has been made to warrant a change to the statement.

The Panel shares some of the concerns expressed by Mr Connor and agrees that:

- the changes presented to the Panel appeared to be 'on the run' and require a more considered approach
- the basis of the exhibited changes to the Statement of Significance has been demonstrated to be flawed
- the writing of Statements of Significance are important drafting exercises that should be based on careful consideration of the heritage significance of the place.

The Panel considers that the existing Statements of Significance for the site are adequate and should not be modified at this time. This applies to the overall statement for the precinct and the 'individually significant' citation for the former Austral Theatre.

If Council wish to pursue changes to the Statements of Significance for the former Austral Theatre site then it should do so through a separate process.

(iii) Conclusions and recommendation

The Panel concludes:

- The former Austral Theatre should remain an 'individually significant' place within the Johnston Street Precinct (HO324).
- The existing Statements of Significance for HO324 should not be modified at this time. This applies to the Statements for the precinct as a whole and the site specific statement for the former Austral Theatre.
- Any changes to the Statements of Significance should only proceed following a more considered perspective of the heritage significance of the place and through a separate public process.

The Panel recommends:

6. **Abandon the proposed Statement of Significance for the former Austral Theatre.**

4 Former Burnley Theatre

4.1 What are the issues?

The former Burnley Theatre is located at 365-377 Swan Street, Richmond. The land is within:

- the Commercial 2 Zone (C2Z)
- Design and Development Overlay – Schedule 5 (DDO5)
- Design and Development Overlay – Schedule 17 (DDO17)
- Heritage Overlay (HO286), a site specific Heritage Overlay relating to the Burnley Theatre.

The site is identified as 'individually significant' in the City of Yarra Review of Heritage Overlay Areas 2007 Appendix 8, revised December 2018 ('the Heritage Database') which is an Incorporated Document at schedule 1 to Clause 72.04 of the Yarra Planning Scheme.

The Statement of Significance for the site is included in Reference Documents listed in Clause 21.11.

The building is currently used as a furniture sales outlet.

The exhibited Amendment proposes to apply internal alteration controls to HO286. It also proposes to update the Statement of Significance.

Figure 3 The Swan Street facade to the former Burnley Theatre (from Brady evidence statement)



The issues are:

- whether the internal controls are appropriate
- whether the Statements of Significance should be modified.

Each of these issues are discussed below.

4.2 Internal controls

(i) Evidence and submissions

Council submitted that it no longer sought the inclusion of internal heritage controls for the former Burnley Theatre. It said this was consistent with a resolution passed by Council on 26 November 2019 following consideration of submissions made to the exhibited Amendment.

Council noted that the proposed citation for the former Burnley Theatre in the Theatres Study described the following in relation to the internal fabric of significance:

> The Burnley Theatre is a fine example of a picture palace and is an interwar cinema with high architectural quality. The Theatre is also significant for its design by the prominent architectural firm Bohringer, Taylor and Johnson who specialised in theatre and cinema design in the interwar period. It demonstrates particular characteristics of the picture place associated with the advent of 'talkies'. This includes large open internal spaces to assist view lines to the screen, vaulted ceilings, mezzanine levels and bio boxes over a ground level entry. These picture places generally exhibited a neo-classical and art deco styling reflecting in a sense of the place being a 'cathedral for entertainment' - as a special part of the community sense of place at the time when entertainment was a luxury. (Criterion D)
>
> ...
>
> The Burnley Theatre is of aesthetic significance of its highly intact interior featuring the foyers and lobbies, auditorium, gallery, proscenium and balconies. Attributes also include the decorative plasterwork to walls and ceilings, and the ornate and subtle colours of an early, if not original colour scheme. (Criterion E).

Ms Brady again gave evidence on behalf of Council. She conducted an inspection of the former Burnley Theatre and noted that at that time the interior was more intact than the other two theatres the subject of the Amendment.

Having regard to the high threshold required to justify internal controls as set out in PPN01, Ms Brady concluded that internal alteration controls were not justified on the former Burnley Theatre site, stating:

> ... the theatre operated for a comparatively short period – it opened in 1928 and ceased operations in 1958 – and was subsequently used (and continues to be used) for other purposes for some 60 years. This diminishes the significance in historical terms (Criterion A), again having regard for the 'high significance' test, and high to very high local threshold, as per the Practice Note. Whether the interior meets this threshold on the other values identified in the place citation, being rarity (Criterion B), representativeness (Criterion D) or aesthetic (Criterion E), is also questioned. Reference is again made to the caution which generally permeates previous Planning Panel findings on internal controls, as outlined above; and to the fact of most other historic cinemas and theatres listed in Heritage Overlays in Victoria not having internal controls. It is difficult to place the Burnley Theatre at a higher level of significance than these other locally significance examples. [10]

Mr Raworth gave evidence for the owners of the former Burnley Theatre. He noted that a significant amount of the internal fabric which was recognised in the citation included in the Theatres Study has now been removed. He observed:

> Until recently, the interior of the former theatre had retained various elements of its original decorative program, including the decorated ceiling with oval feature in the

[10] Document 33, para 51

> auditorium, the ornate plastered proscenium, stage area and side boxes, albeit with some elements in a deteriorated or incomplete state.
>
> It is understood that water ingress damaged the interior in November 2019. Subsequent inspections and remediation work identified extensive areas of plasterwork in an unsafe condition. Remediation works to make the space safe for occupation have removed much of the internal decorative detailing and associated plasterwork.[11]

Ms Brady said that the extent of internal changes to the site which were shown in Mr Raworth's evidence had not occurred at the time of her inspection. She said that the recent removal of the features described by Mr Raworth and evident in the video (Document 47) only strengthened her original conclusion that internal heritage controls were not justified.

Mr Raworth made a similar observation. He said his initial inspection of the site occurred in August 2019 and the interior was similar to that presented in the Theatres Study. He said that even back then though, his conclusion was that the interior of the building was not of such a quality to justify application of internal controls. The recent modifications only reinforced his views.

Mr Raworth concluded that:

> With the water damage to the subject property and necessary remediation works, the place no longer has a high degree of intactness internally. The works have stripped nearly all of the interior decorative elements, with the exception of the oval dome to the ceiling. The consequence of this is that the interior of the former theatre cannot be argued to meet the threshold for significance warranting internal alteration controls.
>
> …
>
> Having regard to … the present low degree of intactness and undistinguished character of the interiors, and in particular the auditorium and associated elements, there seems little justification for the proposed internal control.
>
> It also seems to me from experience across a broad range of related planning matters that there is a case to be made against the proposed Heritage Overlay listing of the interior in terms of concepts such as standard practice in the application of the Heritage Overlay.[12]

Council acknowledged and supported the evidence of Ms Brady and Mr Raworth and confirmed it did no longer wished to seek internal heritage controls for the former Burnley Theatre.

Mr O'Farrell, on behalf of the owners of the site, submitted that on the basis of the evidence from both expert witnesses and the position of Council there was no reasonable basis upon which it was open to find that internal controls ought to be adopted for the subject land.

On the other hand, Ms Cummings from the Collingwood Historical Society, submitted that the elaborate ground floor foyer and the balcony appeared to remain intact and consideration should be given to the selective citation and conservation of these elements. She lamented the recent destruction of so many of the internal features of the building as a consequence of the water damage to the place.

Mr Nott acknowledged that the interior of the building had been extensively modified in recent times, however he submitted that the ground and first floor foyers were intact and should be protected. He submitted that:

[11] Document 36, paras 18-19
[12] Document 36, paras 33, 38-39

- any proposed designs to the front of the building will need to address the existing heritage controls
- given the whole of the building is 'individually significant', then any redevelopment will need to retain the front part of the building which contains both foyers
- from his architectural experience, it would appear to be 'simple' to accommodate the ground and first floor foyers in any new design
- with sensitive adaption the existing foyers and staircase could form part of an attractive entrance to a new internal use, just as the original foyers did for the original theatre
- prescriptive internal controls should be applied so that changes of use and maintenance are not restricted.

Mr Nott provided marked up drawings demonstrating the various parts of the interior that he said should be protected.

The written submission from Mr Wight was consistent with the submissions from Mr Nott and Ms Cummings. He highlighted that the foyer with its decorative walls, pillars and floor and the stairs to the balcony that forms part of that space should be protected. He acknowledged that this would require revised statements of significance reflecting the current condition of the buildings and highlighting their significant features.

Ms Brady and Mr Raworth did not support the specification of any selected elements for heritage protection. Mr Raworth noted that the retention of the front sections of the interior of the building would lose context without the main auditorium.

(ii) Discussion

The extensive modifications to the interior since the preparation of the Theatres Study and the exhibition of the Amendment has substantially diminished whatever heritage significance the interior may have had. Even so, the Panel notes that Ms Brady and Mr Raworth had inspected the site before these changes and had concluded that the interior did not meet the required threshold to warrant heritage controls.

The Panel is convinced that in the current circumstances there is no merit in applying internal heritage controls to the former Burnley Theatre. No evidence was given to support internal heritage controls and the Panel notes that Council does not wish to pursue the matter any further.

That said, the Panel has considered the submissions from the Collingwood Historical Society, Mr Nott and Mr Wight with respect to potentially listing selected parts of the interior of the former theatre to ensure that those features are protected.

Clause 43.01-3 of the Heritage Overlay allows an incorporated plan to be prepared to identify works to a heritage place that are exempt from the need for a planning permit. To do so, the plan must be specified in the schedule to the overlay and must also be listed in the schedule to Clause 72.04.

The Panel does not believe that the remaining features within the building warrant the application of selective protection. The features that do remain are marginal and do not present sufficient coherence to meaningfully explain the former use. This was confirmed by Ms Brady and Mr Raworth.

The Panel accepts that the heritage significance of the former theatre is appropriately protected by the current controls in place.

(iii) Conclusions and recommendations

The Panel concludes:

- The application of internal heritage controls would be inconsistent with PPN01.
- The interior of the building has been extensively modified and features have been removed to such an extent that the building does not display the required 'special interior of high significance' to justify internal heritage controls.
- The evidence presented on behalf of Council and the owner of the building is compelling and consistent.
- The few remaining heritage features within the building do not warrant the application of selective protection.
- The recommendations in the Thematic Study of Theatres in the City of Yarra, Context Pty Ltd (2017) with respect to the application of internal heritage controls for the former Burnley theatre are not supported.
- The Panel accepts that the heritage significance of the former theatre is appropriately protected by the current controls in place.

The Panel recommends:

7. **Abandon the application of internal heritage controls to 365-377 Swan Street, Richmond (former Burnley Theatre).**
8. **Amend HO286 in the schedule to Clause 43.01 under the heading 'Internal alteration controls apply?' to delete the word 'Yes' and replace with 'No'.**

4.3 Statement of significance

(i) Evidence and submissions

The existing Statement of Significance for HO286 is included in City of Yarra Heritage Review, Volumes 1-4, Allom Lovell and Associates 1998 and is a reference document in Clause 21.11. It includes a summary of the site details, a photograph of the front of the building, brief history, a detailed description of the exterior of the building and a brief paragraph describing the significance of the place as follows:

> The former Burnley Theatre is of local social and architectural significance. Until its closure in 1958, the theatre was popular with the residents of Richmond as a social gathering place. The Swan Street facade, although not of individual architectural importance, contributes to the streetscape and is a notable local landmark.

Council submitted various versions of a proposed new Statement of Significance for the site.

The exhibited Amendment included detailed references to the interior of the building and was substantially based on the Theatres Study. It also included the text of the existing citation referred to above, as well as five dot points describing 'additional contributory elements'. These were derived from a report titled Swan Street Built Form Heritage Review (September 2017) prepared by GJM Heritage (a report the subject of a separate planning scheme Amendment, C191 to the Yarra Planning Scheme). The exhibited Statement of Significance was proposed to be included in a new reference document within the scheme.

During the Hearing, Council submitted a modified version of the exhibited Statement of Significance, with references to the interior qualities of the building deleted in accordance with Council's preference to no longer pursue internal heritage controls. This was presented in Document 55 and was proposed to be included as an Incorporated Document within the planning scheme.

In its closing submission (Document 62, Attachment 7), Council further modified this version by:

- correcting the address of the property
- deleting the introductory text derived from the Allom Lovell citation
- relocating the five dot points derived from the GJM Heritage study.

Council submitted that this version of the Statement of Significance should be a 'stand alone' Reference document within the planning scheme.

In her evidence statement, Ms Brady stated that in her opinion no change to the existing Statement of Significance was necessary. In response to questions from Mr O'Farrell, she agreed that some parts of the Allom Lovell Statement of Significance could be improved. For example, she noted in contemporary citations, it would not be accurate to say that this site is of 'local social significance', as that term today means that the current community values that place as a theatre. In her view, it would be more appropriate to describe the site as having local historic significance. She said that in general though, the existing Statement of Significance was adequate and she had not completed a detailed review of the wording.

Mr Raworth also stated in his evidence statement that the exhibited Statement of Significance should be set aside in favour of the existing Statement of Significance.

Mr O'Farrell stated in his submission that the primary position of the owners of the site was to adopt Mr Raworth's evidence that the existing Statement of Significance should prevail. He also submitted an alternative version of the Statement of Significance in the event that the Panel was of a mind to vary the existing statement. In this regard, he noted:

- Council's final version was not exhibited with the Amendment and was not drafted by any heritage experts such as the authors of the Theatres Study or Ms Brady
- Ms Brady has not reviewed Council's version
- Clause 43.01-5 does not require the statement of significance to be an Incorporated Document in the planning scheme because the site is within an existing Heritage Overlay
- any revised Statement of Significance should be within a stand alone reference document.

During the Hearing, Mr Raworth was asked by Mr O'Farrell to review the version presented by Council in Document 55 and Mr Raworth recommended a number of minor changes. These were further refined during the Hearing in response to questions from Mr O'Farrell and the Panel. The final version was presented by Mr O'Farrell in Document 67.

Mr O'Farrell submitted that any revised Statement of Significance should not cite the Theatres Study or the GJM Heritage report as source documents as this would lead to confusion. He said no source documents should be listed.

The similarities and differences of the Statements of Significance prepared by Council and the owners of the former Burnley Theatre can be summarised as follows:

- both describe 'What is Significant?' generally the same
- under the heading 'How is it significant?' Council added the sentence 'It also has rarity value as a picture palace'
- under the heading 'Why is it significant?':
  - both have the same wording for 'Criterion A'
  - Council includes additional 'Criterion B' (rarity)
  - Council includes additional 'Criterion D' (representativeness)
  - they have different wording for Criterion E
- Council include the Theatres Study and the GJM Heritage reports as source documents
- both are proposed to be new reference documents in the planning scheme.

The Collingwood Historical Society submitted that the Statement of Significance should recognise the "*very intact foyer areas*" and submitted words for inclusion to explicitly refer to the foyers, lobbies and balconies. Mr Nott supported this approach.

(ii) Discussion

The Panel notes that the existing Statement of Significance was proposed to be amended based on the GJM Heritage report and the Theatres Study.

With respect to the former Burnley Theatre, the GJM Heritage report deals exclusively with the exterior of the building and proposes very modest change to the Statement of Significance. It essentially retains and expands upon the existing Allom Lovell Statement of Significance, including retaining the comment that the site is of local social significance and it does not attempt to update the format of the statement.

The Panel notes that the GJM Heritage report is the subject of review at the forthcoming Amendment C191 Panel Hearing.

The Theatres Study deals more specifically, although not exclusively, with the interior of the building. The Panel has already accepted that the recommendations in the Theatres Study with respect to the interior of the building are not appropriate. It follows that the references to the interior of the building in the exhibited Statement of Significance should not proceed.

The Panel accepts the evidence from Ms Brady and Mr Raworth that the existing Statement of Significance for the former Burnley Theatre should remain. It has not been persuaded that there is sufficient justification for any changes to the Statement of Significance at this time.

The Panel is concerned that the various changes to the Statement of Significance suggested during the Hearing have been made 'on the run'. Consistent with its position on the former Austral Theatre, it considers that any changes to the Statement of Significance should be based on more thorough and comprehensive assessments and with the input of heritage experts. The Panel notes that Ms Brady and the authors of the Theatres Study and the GJM Heritage report did not provide any direct input into Council's final version.

The Panel considers that the exhibited Statement of Significance was focussed around ensuring the internal heritage controls were appropriately supported by an updated citation. It appears to the Panel that Council has attempted to try and 'salvage' something from the wreckage of the exhibited version of the Statement of Significance. In doing so, Council's final

version of the Statement of Significance is without a clear overarching foundation and it is difficult to transparently see how the Statement of Significance has been derived.

The Panel also considers further thought is required beyond the brief observations provided by Mr Raworth during the Hearing.

The suggestion by Mr O'Farrell that a revised Statement of Significance should not include any reference to a source document is testament to the lack of proper strategic foundation for a modified Statement of Significance.

The Panel accepts that there may be benefit in updating the existing Statement of Significance at some point in the future, however it does not support the changes expressed at this time.

The Panel was confused with the approach of Council to initially include the Statement of Significance as a reference document, then during the Hearing seek to have it included as an Incorporated Document. It ultimately agreed it should be a reference document. The Panel notes that this confusion was not confined to this particular site and further comment about the form of the Amendment is made in a later chapter to this report.

(iii) Conclusions and recommendation

The Panel concludes:

- The existing Statement of Significance for the former Burnley Theatre (HO286) should not be modified at this time.
- Any changes to the Statement of Significance should only proceed following a more considered perspective of the heritage significance of the place and through a separate public process.

The Panel recommends:

9. Abandon the proposed Statement of Significance for the former Burnley Theatre.

5 Former Richmond Theatre

5.1 What are the issues?

The former Richmond Theatre is located at 311-317 Bridge Road, Richmond. The land is:

- within the Commercial 1 Zone (C1Z)
- within Design and Development Overlay – Schedule 21 (DDO21)
- partly within a Heritage Overlay (HO310), a precinct-based overlay which applies to approximately the southern half of the site.

The former Richmond Theatre is currently graded as 'contributory' within the Bridge Road Precinct (HO310).

The site is used as a 'BBQ's Galore' retail premises. BBQ's Galore was the sole tenant of the subject site for many years, however, the building has recently been split into two tenancies.

The exhibited Amendment proposes to remove the site from HO310 and apply a site specific Heritage Overlay (HO504) to the whole of the site, which includes internal alteration controls. It also proposes to upgrade the grading of the building from 'contributory' to 'individually significant' and update the Statement of Significance.

The Panel notes that various reports refer to the site as the former Richmond Theatre or the former Richmond Cinema. The Panel has adopted the term 'Theatre' for consistency with the other two former theatres.

Figure 4 The Bridge Road facade to the former Richmond Theatre (from Beeston evidence statement)



The issues are:

- whether the internal controls are appropriate
- whether the site should be included in a site specific Heritage Overlay (HO504) or should remain as part of the Bridge Road Precinct (HO310)
- whether the boundary of the heritage overlay should include the entire site
- whether the Statements of Significance should be modified.

Each of these issues are discussed below.

5.2 Internal controls

(i) Evidence and submissions

Council submitted that it no longer sought the inclusion of internal heritage controls for the former Richmond Theatre. It said this was consistent with a resolution passed by Council on 26 November 2019 following consideration of submissions made to the exhibited Amendment.

Council noted that the Theatres Study described the following in relation to the internal fabric of significance:

> ... the original spatial volume of the theatre and its vaulted ceiling can still be appreciated. The original lattice metal sheeting to the ceiling is visible as you enter the building from the rear (and is partially hidden by the showroom storeroom). The decorative mezzanine level balcony is extant supported on original slender circular steel columns. The balcony has been infilled. The metal lattice ceiling has been retained since the cinema's days as an ice skating rink. Part of the ceiling has been plastered and has a geometric pattern outlined in plaster strapping
>
> ...
>
> The interior of the Richmond Cinema retains its auditorium space and gallery (although in modified form) and this is still readable as an internal spatial volume. The metal lattice ceiling is of interest as an unusual feature, and highly probably a remnant of the building's first use as a skating rink.[13]

Ms Brady was again called by Council to give evidence. She was not provided with access to the building and so was required to base the recommendations in her statement on the descriptions of the interiors in the Theatres Study.

Ms Brady found that, in her opinion, internal alteration controls were not justified predominately due to the extent of modification which has occurred to the interior. She noted:

> In reading these descriptions [in the Theatres Study], there is an acknowledgement of the 'modified form' of the building's interior. Also, references to an ability to 'read' and 'appreciate' an internal volume, survival of a ceiling 'of interest', and an 'infilled' mezzanine balcony do not persuade that this is a 'special interior' of 'high significance' (with reference to the VPP Practice Note). The description of the interior also appears to place it as a less, or the least, intact of the theatre interiors under review. This is further reinforced by the fact of the building, with its interior, not being a purpose-built theatre or cinema – it was originally built as a skating rink in 1888 and converted to cinema use in 1917.[14]

Mr Beeston, an experienced heritage expert, gave evidence for the owners of the former Richmond Theatre. His evidence was extremely detailed and he completed investigations beyond the scope of the original Theatres Study. His evidence was based on detailed internal and external inspections of the site. Several parties acknowledged the extensive research completed by Mr Beeston.

Mr Beeston noted that there were four distinctive phases to the development of the site:

- Phase 1: the site was established as a roller skating rink (1888 – 1916)
- Phase 2: the roller skating rink was converted to a cinema (1916 – 1926)

[13] Thematic Study of Theatres in the City of Yarra, Context Pty Ltd, (2017), Appendix D
[14] Document 33, para 49

- Phase 3: the site was redeveloped as a theatre (Hoyts Richmond Cinema) (1926 – circa 1960)
- Phase 4: Post Cinema Phase, (circa 1960 – present).

Mr Beeston said that the development of the site was complex and consisted of interrelated building fabric dating from the various phases of construction. He said the most distinctive spaces and elements from the main phases of the building (roller skating rink, conversion to a cinema, construction of a theatre) have largely been removed or demolished.

Mr Beeston concluded that:

> Currently the front (south) part of the site is included within the Bridge Road precinct overlay (HO310) as a contributory place while the northern half is not. From our review, the front part of the site is the least intact section of the earlier phases of construction. The extant street façade was extensively rebuilt or remodelled during the 20th century and the exuberant façade designed by notable architects Gawler & Drummond, removed. This included the wide recessed entrance and canopy, wall and floor tiles, elaborate parapet, signage, and flanking walls. In 1964 the building was repurposed to accommodate substantial car showrooms, which operated from the site for at least ten years. It is not clear when the façade was altered but presumably was initially 'opened up' to some degree to allow the place to function as a car showroom. By 1981 the current format had been established. The extant façade consists of large showroom windows and a contemporary parapet roof, and is no longer suggestive of an Interwar period picture theatre.
>
> All theatre spaces and building fabric dating from the cinema phase have been almost entirely demolished from the front part of the site. This includes the former lobby, vestibule, foyer, ticket box, decorative linings and mouldings, maple and copper doors, fittings and fixtures. The only heritage fabric of interest is a small remnant section of ceramic floor tiles indicating the location of the former lobby, as well as the roof form of the lobby which most likely survives. From our review, there is little/if any intact section dating to the cinema phase on the front part of the site that would warrant heritage protection.
>
> The earliest remnants (although not intact) are located on the north half of the site. The metal roof framing sections and tie rods date from the skating rink/19th century phase of the site, however the integrity of the original fabric has been compromised by modifications and the design of the roller skating rink is no longer discernible.
>
> The brick walls, lattice ceiling and balcony balustrade date from the cinema phase of the site, however the space is no longer recognisable as being part of a cinema building. The remnant sections are merely fragments of a place whose original purpose is not necessarily clear.
>
> The Practice Note states that applying internal alterations controls 'should be applied sparingly and on a selective basis to special interiors of high significance.' From our review, the north half of the site consists of series of fragments from two different phases that are no longer legible. The front part of the site is the least intact section and contains little/if any heritage fabric, worthy of protection.
>
> While there are remnant historic elements from the two main phases of development - phase 1 (1888-1916) and phase 3 (1926-58), with the remnant parts from phase 1 being re-used/modified in phase 3 - the building lacks sufficient cohesiveness to either of these key phases so that either phase's original design is not readily discernible or able to be interpreted. As such, the building does not warrant an individual heritage overlay with internal controls.[15]

[15] Document 35, page 29

Council acknowledged and supported the evidence of Ms Brady and Mr Beeston and confirmed it did no longer wished to seek internal heritage controls for the former Richmond Theatre.

Ms Eastoe, on behalf of the owners of the site, submitted there was no justification for the application of internal controls on the basis that:

- Council expressed that it no longer wanted to pursue internal controls for the site
- expert evidence from Ms Brady and Mr Beeston was consistent that internal controls should not apply to the site
- there is no expert evidence supporting the application of internal controls
- the application of internal controls would be inconsistent with PPN01.

On the other hand, Ms Cummings, on behalf of the Collingwood Historical Society supported the application of internal heritage controls. Ms Cummings acknowledged that the building had undergone significant change, however, she submitted that the trussed ceiling should be protected.

Mr Wight also submitted that the *"remarkable lattice covered trussed roof and space"* should be protected.

Mr Nott submitted that the recent internal building works carried out have concealed about three quarters of the original curved steel framed lattice ceiling and tie rods at the rear half of the building. He said about one quarter of the extent of the original ceiling is visible in the warehouse component at the rear.

Mr Nott submitted that it was important to retain remnant heritage features of the existing building, including the curved lattice ceiling, and the recent works show that adaptive reuse can occur without impacting on the viability of the site. He provided a marked up drawing illustrating the outline of the existing lattice ceiling and timber roof structure of the former cinema and roller skating rink that should be protected by internal heritage controls.

For the reasons outlined in their evidence statements, Ms Brady and Mr Beeston though it was inappropriate to retain the features shown by Mr Nott via internal heritage controls.

(ii) Discussion

The Panel agrees with Council that internal heritage controls should not be applied to the former Richmond Theatre.

The Panel found the expert evidence of Ms Brady and Mr Beeston compelling. The extensive modifications to the interior of the building has diminished the heritage significance of the place to such an extent that it does not meet the required threshold to warrant internal heritage controls.

The Panel is convinced that there is no merit in applying internal heritage controls to the former Richmond Theatre. No evidence was given to support internal heritage controls and the Panel notes that Council does not wish to pursue the matter any further.

That said, the Panel has considered the submissions from the Collingwood Historical Society, Mr Nott and Mr Wight with respect to potentially listing selected parts of the interior of the former theatre to ensure that those features are protected.

Clause 43.01-3 of the Heritage Overlay allows an incorporated plan to be prepared to identify works to a heritage place that are exempt from the need for a planning permit. To do so, the plan must be specified in the schedule to the overlay and must also be listed in the schedule to Clause 72.04.

The Panel does not believe that any of the remaining features within the building warrant the application of selective protection. The features that do remain are marginal and do not present sufficient coherence to meaningfully explain the former use. This was confirmed by Ms Brady and Mr Beeston.

The Panel accepts that the heritage significance of the former theatre is appropriately protected by the current controls in place.

(iii) Conclusions and recommendation

The Panel concludes:

- The application of internal heritage controls would be inconsistent with PPN01.
- The interior of the building has been extensively modified and features have been removed to such an extent that the building does not display the required 'special interior of high significance' to justify internal heritage controls.
- The evidence presented on behalf of Council and the owner of the building is compelling and consistent.
- The few remaining heritage features within the building do not warrant the application of selective protection.
- The recommendations in the Thematic Study of Theatres in the City of Yarra, Context Pty Ltd (2017) with respect to the application of internal heritage controls for the former Richmond Theatre are not supported.
- The Panel accepts that the heritage significance of the former Richmond Theatre is appropriately protected by the current controls in place.

The Panel recommends:

10. Abandon the application of internal heritage controls to 311-317 Bridge Road, Richmond (former Richmond Theatre).

5.3 Site specific Heritage Overlay

(i) Evidence and submissions

Council submitted that the basis for the proposed site specific Heritage Overlay (HO504) was the Thematic Study of Theatres in the City of Yarra, Context Pty Ltd (2017). That report outlined three possible approaches to applying selective controls (in this case, internal alternation controls) to places within heritage precincts. These approaches included:

- excluding the place from the precinct and applying a new individual Heritage Overlay number to the site
- retaining the place within the precinct as a place which is 'Significant to the Precinct' and amend the schedule to clause 43.01 to specify that internal controls only relate to a specific address within the precinct
- retain the place within the precinct and through an Incorporated Plan apply the selective control to only a specified place within the precinct.

The report recommended that the first of these options should be applied to the former Richmond Theatre site. It recommended this because the site sat within a large and well established heritage precinct and retaining the site within the precinct could lead to confusion and potential additional work for Council in resolving concerns from other property owners.

Council submitted that if no internal heritage controls were applied to the former Richmond Theatre then there was no need for HO504. Council submitted that the existing heritage precinct (HO310) was sufficient.

Ms Brady and Mr Beeston agreed that proposed HO504 was not necessary or appropriate. Ms Brady said that even if the site was upgraded from 'contributory' to 'individually significant' then that should not trigger the need for a site specific Heritage Overlay. She said that there were many examples in Bridge Road where individually significant buildings were within the Bridge Road precinct overlay.

Ms Eastoe, on behalf of the owners of the site, agreed that the site should remain within the existing Bridge Road Precinct and not be included within a site specific Heritage Overlay.

(ii) Discussion

The Panel agrees that the application of HO504 as an individual Heritage Overly to the former Richmond Theatre is predicated on the assumption that internal heritage controls should apply to the site. As the Panel has already concluded that internal heritage controls should not apply to the site, it follows that an individual Heritage Overlay should not be applied to the site.

The Panel agrees that the site should remain within the existing heritage precinct HO310.

(iii) Conclusions and recommendations

The Panel concludes:

- That the proposed site specific Heritage Overlay (HO504) is not appropriate.
- The former Richmond Theatre should remain within the Bridge Road Precinct (HO310).

The Panel recommends:

11. **Abandon HO504 as a site specific Heritage Overlay to 311-317 Bridge Road, Richmond (the former Richmond Theatre).**
12. **Delete HO504 from the schedule to Clause 43.01.**
13. **Delete HO504 from the City of Yarra Database of Heritage Significant Areas, July 2019.**

5.4 Extent of Heritage boundary

(i) Evidence and submissions

The current extent of HO310 does not include the entire site at 311-317 Bridge Road, Richmond. Only the southern or front portion of the site is covered by the overlay.

Figure 5 **Heritage Overlay map showing extent of HO310 Bridge Road Precinct, with former Richmond Theatre in blue outline, Richmond Police Station (yellow arrow) and Town Hall (blue arrow) (from Beeston evidence statement).**



The Theatres Study recommended the application of the site specific HO504 across the whole of the former Richmond Theatre site.

Council submitted that although it no longer sought to apply a site specific Heritage Overlay, it was appropriate to extend the boundary of HO310 to cover the whole of the former Richmond Theatre site. It said this was consistent with the guidance provided in PPN01 that states it is generally appropriate to extend a Heritage Overlay to the boundaries of a site.

Although Ms Brady did not support the application of HO504 to the site, she recommended that the precinct boundary of HO310 be extended to the whole of the property. Ms Brady stated:

> … the proposal to place the entirety of this place, including the exterior of the building and its associated land, under heritage controls is supported. The 1898 MMBW plan … indicates that the 1888 skating rink was not located on Bridge Road, and was set back some distance from the road. In fact a substantial part of this earlier building is currently outside the heritage precinct boundary.
>
> …
>
> Extending the precinct boundary to include the whole of the property, including the 1888 component is therefore appropriate, as the current precinct extent is an anomaly which should be remedied and is not conducive to managing the protecting the heritage significance and values of the place.[16]

Under cross examination, Mr Beeston confirmed the current extent of HO310 is an anomaly.

Ms Eastoe, on behalf of the landowner, submitted that *"our client's submission is that it is desirable in this instance to maintain the status quo"*. She submitted this was because the former Richmond Theatre:

- forms part of a broader series of adjoining properties owned by her client
- should remain as a 'contributory' building and therefore the extension of the Heritage Overlay boundary is not warranted.

[16] Document 33, paras 124 and 127

(ii) Discussion

The Panel agrees it is appropriate to include the entire property at 311-317 Bridge Road, Richmond within the existing Heritage Overlay (HO310).

The Panel agrees that having approximately half of the site excluded from the heritage precinct is not consistent with PPN01. It is particularly unsatisfactory that the portion of the site currently excluded from the Heritage Overlay includes parts of the oldest remnants of the site. This is an anomaly that clearly needs correcting.

The Panel does not accept the position of the owners of the site. Instead, the Panel prefers the more traditional and widely accepted approach adopted in PPN01 and believes that this ensures a more logical and appropriate way to manage the future heritage values of the site.

Consistent with the approach adopted by the Panel with respect to the former Austral Theatre, the Panel also accepts that the change to the boundary does not necessitate the mandatory specification requirement at Clause 43.01-5.

(iii) Conclusions and recommendations

The Panel concludes:

- The boundary of the Bridge Road Precinct Heritage Overlay (HO310) should be extended over the entire site at 311-317 Bridge Road, Richmond (former Richmond Theatre).

The Panel recommends:

14. Extend the boundary of HO310 over the entire site at 311-317 Bridge Road, Richmond (former Richmond Theatre).

5.5 Statement of significance

(i) Evidence and submissions

The former Richmond Theatre is currently graded as 'contributory' to the Bridge Road Heritage Overlay Precinct (HO310).

Contributory places are defined in Clause 22.04:

> Contributory: The place is a contributory element within a larger heritage place. A contributory element could include a building, building groups and works, as well as building or landscape parts such as chimneys, verandahs, wall openings, rooflines and paving.

The exhibited Amendment proposed to regrade the site to 'individually significant'. Council submitted this was consistent with other parts of the exhibited Amendment that proposed inclusion of the site within a site-specific Heritage Overlay and the application of internal heritage controls.

The Theatres Study found that the former Richmond Theatre meets the threshold for local significance because it meets Criterion A, B, D and E of the Hercon Criteria. The analysis against the relevant sections of the Hercon Criteria is set out as follows:

> CRITERION A: Importance to the course or pattern of the City of Yarra's cultural or natural history (historical significance).

> The former Richmond (Hoyts) theatre is historically significant as one of several suburban picture palaces in the City of Yarra. Picture palaces were immensely popular in the interwar period as places of entertainment. The Richmond Cinema is historically significant as a converted former ice skating rink. The picture palace and purpose-built theatres built from about 1914 provided entertainment for the working classes where live theatre had traditionally and previously catered for the middle and upper classes. Amongst other places in Yarra, it is historically significant for its role in the popularisation of political messages on anti- conscription by Dr Daniel Mannix, Catholic Archbishop (1913-1936) during World War 1.
>
> CRITERION B: Possession of uncommon, rare or endangered aspects of the City of Yarra's cultural or natural history (rarity).
>
> The former Richmond Cinema is one of only six picture palaces surviving in the City of Yarra and one of four surviving interiors. Others include the San Remo Ballroom (former Jubilee Theatre), Burnley Theatre and the Austral Theatre.
>
> ...
>
> CRITERION D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness).
>
> The Richmond Cinema (formerly Hoyts) demonstrates particular characteristics of the picture palace associated with the advent of 'talkies'. This includes large open internal spaces to assist view lines to the screen, vaulted ceilings, mezzanine levels and bio boxes over a ground level entry. These picture places generally exhibited a neo-classical and art deco styling reflecting in a sense of the place being a 'cathedral for entertainment' — as a special part of the community sense of place at the time when entertainment was a luxury.
>
> CRITERION E: Importance in exhibiting particular aesthetic characteristics (aesthetic significance).
>
> The former Richmond Cinema is aesthetically significant for its interior, specifically the main auditorium space and the decorative mezzanine level balcony supported on slender circular steel columns. The auditorium space and metal latticed ceiling, associated with the use as a skating rink, and with decorative plaster panels in a geometric design to the edges of the vaulted ceiling, are aesthetically significant. The history and use of the building as a skating rink and a picture palace is best demonstrated by the interior volume, form and ceiling decoration.

Although Ms Brady did not support a site specific Heritage Overlay or the application of internal heritage controls, she did support the elevation of the grading of the site to 'individually significant'. She gave evidence that:

> ... elevating this building to the grading of individually significance to the precinct is generally supported here on the basis of the early date of the 1888 component and the historical significance as largely documented in the place citation. While the exterior of the 1888 building has also been highly modified, the overall original form of this substantial building is still evident. This includes two gabled volumes, with the south volume being higher than the north volume, and brick buttressing to side elevations. The elevations, excluding that on the east side, have also been overpainted.[17]

Ms Brady acknowledged that she had not inspected the internal features of the site, however she believed that the 'historical role' of the building warranted its grading to be elevated. She said the historical significance of the place related to long periods of use for entertainment purposes.

Council agreed with the findings of the Theatres Study and Ms Brady that the former Richmond Cinema should be elevated to a grading of 'individually significant'.

[17] Document 33, para 126

In providing evidence at the Hearing, Mr Beeston offered the view that the former Richmond Theatre should not be elevated to 'individually significant'. In responding to a question from the Panel, he opined that the site could be retained as a 'contributory' place in HO310, "*but more likely excised altogether*".

Mr Beeston said that the extensive changes to the building had made interpretation of the former uses difficult to understand. He said that although the building had an interesting history which perhaps was worthy of being written, this did not mean that the building should be elevated to 'individual significance'. He said only small parts of each of the former phases of the building remain and that from a heritage perspective the building was of limited 'contributory' status and certainly did not warrant any elevation.

Mr Beeston did not specifically turn his mind to the drafting of the Statements of Significance. He said this was because he did not think that an individually significant grading should apply to the site. He said any redrafting would require more time and consideration.

Ms Brady gave evidence that the Statement of Significance for the precinct (HO310) should be updated to reflect the historical information from the Theatres Study. In her evidence statement, Ms Brady recommended updating the existing Statement of Significance contained in the City of Yarra Review of Heritage Overlay Areas by Graeme Butler and Associates (2007). She said that under the heading 'What is significant?' the following text should be added (underlined):

> Today the majority of the Victorian-era buildings in Bridge Road date from the 1870s and 1880s when the advent of horse drawn omnibuses brought shoppers to the area. These were replaced by cable trams in 1885 and an electrified tram service in 1916, each new mode of transport improving access to the shops and residences lining the road. The Richmond Skating Rink opened in 1888, on a large site set back from Bridge Road. It was also known as the Victorian Crystal Palace before being converted to a picture theatre in 1917, and later the Richmond Cinema with a new frontage to Bridge Road and a vast capacity of 2406 seats.

Under the heading 'Why is it significant?' Ms Brady recommended adding an additional dot point:

> - For the presence of individually significant nineteenth century recreational sites such as the 1888 skating rink, later adapted to the Richmond Cinema.

During the Hearing, Council referred Ms Brady to the updated Statement of Significance for the precinct prepared by GJM Heritage in the Victoria Street and Bridge Road Built Form Review. She said that her recommendations could be relocated into the GJM Statement of Significance. The text relating to 'What is significant?' was unchanged, however she suggested that the text for 'Why is it significant?' could be modified to say:

> The 1888 skating rink, later adapted to the Richmond Cinema, also survives. His was the focus of various forms of entertainment in the precinct for many decades.

Ms Brady said this modified text should be included within the section of the statement dealing with individually significant buildings.

In cross examination, Ms Brady acknowledged that her review of the subject site and its heritage significance was, to a large extent, reliant on the findings of the Theatre Study.

Ms Eastoe on behalf of the Richmond Church Land Trust, submitted that the evidence of Mr Beeston should be preferred over Ms Brady. She said that Mr Beeston had completed a more thorough review of the site and its history and had concluded that the site did not warrant

any elevation of its grading and therefore a site specific Statement of Significance was not necessary or appropriate. Ms Eastoe submitted that if a site specific citation was required then:

> ... this is a case where the statement of significance for the subject site would benefit from further revision, with the involvement of the landowner and be informed by the work prepared by Mr Beeston.[18]

Council submitted that elevating the site to be 'individually significant' within the existing HO310 would necessitate a range of consequential changes to the:

- City of Yarra Database of Heritage Significant Areas (July 2019)
- Statement of Significance to HO310 to include the proposed changes recommended by Ms Brady
- exhibited individual Statement of Significance for the site to:
  - remove references to the interior of the place
  - relocate the Statement of Significance within the section relating to 'individually significant places within precincts'.

In its closing submission, Council provided updated versions of the Statement of Significance for the precinct and the site in a document called Yarra High Streets (Victoria Street and Bridge Road) Statement of Significance: Reference Document (May 2020).

Council submitted that the tracked changes to HO310 reflect the changes recommended by Ms Brady. The changes to the site specific citation were said to:

- utilise the exhibited statement of significance, reflecting the historical research and findings of the Theatres Study
- remove references to the interior of the building, reflecting Council's position on this matter and the opinions of Ms Brady and Mr Beeston in relation to the significance of the interior
- update the statement to reflect information contained in the evidence statement of Mr Beeston.

(ii) Discussion

The Panel does not accept that the grading of the former Richmond Theatre warrants elevation from 'contributory' to 'individually significant'. The Panel has come to this conclusion on the basis of the evidence from Mr Beeston, who presented a very detailed account of the development of the site in his evidence statement. The Panel was impressed with the extent of research and the depth of the assessment presented by Mr Beeston. His conclusion that the site was only just worthy of contributory status was based on a sound and very thorough assessment of the site.

On the other hand, the evidence of Ms Brady was based on a less solid foundation. She acknowledged that she had not been able to inspect the interior of the place and that her conclusion regarding the grading of the building was, in large part, based on the analysis presented in the Theatres Study prepared by Context. The Panel finds this analysis less persuasive than Mr Beeston's.

[18] Document 56, para 30

The Panel agrees with Mr Beeston that the extent of modification to the building and the few remaining remnants of the building's past limit the capacity to understand the history of the site and its heritage significance. The Panel does not accept that the building should be down-graded to 'not contributory'.

Having concluded that the site does not justify a grading of 'individually significant', it follows that it would be inappropriate and unnecessary to require a Statement of Significance for a 'contributory' building. On this basis, the Panel rejects the proposed site specific Statement of Significance for the former Richmond Theatre.

It remains for the Panel to consider the need for any changes to the Statement of Significance for the Bridge Road Precinct (HO310).

The Panel has reviewed the existing Statement of Significance and agrees that the updated version completed by GJM Heritage in the report titled Victoria Street and Bridge Road Precinct Review, 2018 provides a better basis to manage the heritage values of the precinct. The Panel heard no objections to the version prepared by GJM Heritage.

Ms Brady suggested that the current Statement of Significance (and the GJM version) for the precinct could be enhanced through the addition of two minor modifications that leant on the work of the Theatres Study.

Under the heading 'What is significant?', Ms Brady recommended the addition of two sentences that explained the early chronology from Skating Rink to the Richmond Cinema.

The Panel finds these additions of little utility and consider they sit rather incongruently against the remainder of the passage. Ms Brady's additions would mean sites within the precinct that have greater heritage significance than the former Richmond Theatre, would have less description in this passage than the former theatre. It is also unclear that the additions proposed by Ms Brady even refers to the land at 311-317 Bridge Road.

The Panel notes that Ms Brady first recommended these words in her evidence statement as additions to the existing Statement of Significance. It was unclear why she did not reference the updated Statement of Significance prepared by GJM Heritage, which provides a more comprehensive description and assessment than the existing Statement of Significance. Although during the Hearing Ms Brady agreed that the GJM Heritage Statement of Significance could be amended with her additional text, the Panel considers that drafting of the Statement of Significance requires a more considered approach.

The other text recommended by Ms Brady is under the heading 'Why is it significant?'. This relates to a description of the former Richmond Theatre within the context of individually significant buildings. As the Panel has already concluded that the site is not 'individually significant', it follows that it is inappropriate to include any words relating to the former Richmond Theatre within this portion of the Statement of Significance.

Having regard to all of the above, the Panel considers that the Statement of Significance proposed in the GJM Heritage report is satisfactory and does not require the changes recommended by Ms Brady.

(iii) Conclusions and recommendations

The Panel concludes:

- The former Richmond Theatre should remain a 'contributory' place within the Bridge Road Precinct (HO310).
- It is not necessary or appropriate to prepare a site specific Statement of Significance for the former Richmond Theatre.
- The proposed changes to the Statement of Significance for the Bridge Road Precinct (HO310) recommended by Ms Brady are not supported.
- The Statement of Significance for the Bridge Road Precinct (HO310) as updated in the Victoria Street and Bridge Road Precinct Review, GJM Heritage (2018) provides a sound basis to manage the heritage significance of the place.

The Panel recommends:

15. **Abandon the proposed site specific Statement of Significance for the former Richmond Theatre.**
16. **Apply the version of the Statement of Significance for the Bridge Road Precinct (HO310) as shown in the Panel preferred version in Appendix D5.**

6 Hall's Buildings, 202-206 Church Street, Richmond

6.1 The issues

The properties at 202-206 Church Street, Richmond, consist of three side-by-side two storey Victorian shops and residences.

Figure 6 **202-206 Church Street, Richmond (from Brady evidence statement)**



The site is currently affected by an interim Heritage Overlay (HO509).

The Amendment proposes to apply a permanent site-specific Heritage Overlay (HO526) to the whole of the site and apply an 'individually significant' grading to the site.

The Amendment is based on the Victoria Street and Bridge Road Built Form Review, GJM Heritage, 2018 (the GJM Heritage report).

The Amendment also proposes:

- to update the City of Yarra Database of Heritage Significant Areas, July 2019 (an existing Incorporated Document in the planning scheme) to refer to the site
- to include the proposed Statement of Significance as a Reference Document in Clause 21.11.

The issues are:

- Whether the land should be included within HO526
- Whether the site should be graded as 'individually significant'
- Whether the Statement of Significance should be a Reference Document under Clause 21.11 or an Incorporated Document in accordance with Clause 43.01-5.

6.2 Evidence and submissions

Council submitted that the basis for HO526 and the heritage grading of the site was the GJM Heritage report. The citation in the report states:

> Hall's Buildings, 202-206 Church Street, Richmond is illustrative of the historical development that occurred along a major, early commercial thoroughfare in the City of Yarra, particularly in the 'boom' period of the 1880s (Criterion A).
>
> Hall's Buildings, 202-206 Street, Richmond is a fine, intact and representative example of a row of Victorian shops and residences. It displays typical features of the Victorian architectural style popular in the 1880s in Richmond and across Melbourne more broadly, including a parapeted façade with repetitive upper floor fenestration, rendered façade and ground floor shopfronts (Criterion D).[19]

Ms Brady gave evidence that she completed a peer review of the GJM Heritage report with respect to the Hall's Buildings. She said:

> The content and analysis included in the place citation is generally agreed with. This includes the physical description and overview of the integrity of the building/row; and the assessment against heritage criteria including the statement of significance, as supported by the comparative analysis. On that basis, the proposed inclusion of 202-206 Church Street, Richmond in the Heritage Overlay is supported.[20]

The owners of 202 Church Street made submissions objecting to the introduction of HO526 (submissions 8 and 9).

The owner of 204 Church Street (Mr Mydaras) made similar objections (Submission 7).

At the Hearing, Mr Mydaras represented himself and the owners of 202 Church Street. Although his written submission at the Hearing indicated that he represented the owners of 206 Church Street, Mr Mydaras confirmed to the Panel that he had no authority to represent the owners of 206 Church Street. The Panel notes that the owners of 206 Church Street did not make a submission to the Amendment and were not a party to the Hearing.

In summary, Mr Mydaras submitted:

- the proposed heritage controls would be a burden on the commercial zoning of the buildings
- the area surroundings the site is undergoing significant change and development and the application of heritage controls would be inappropriate
- there are mainly contemporary buildings in the neighbourhood
- the building does not form part of a heritage streetscape
- three buildings do not make a heritage place
- the buildings are not sufficiently interesting
- the building has diminished integrity including the loss of original shopfronts, verandahs, timber windows, and changes to the building plans as shown in the 1897 MMBW plan included in the place citation
- the façade is of poor quality, with very thin rendering in poor condition.

Mr Mydaras presented numerous photographs of the façade, parapet and the roof of the buildings to demonstrate the quality of the building. He said the buildings had been substantially modified and were in very poor condition and as a result they should not be

[19] GJM Heritage report, Attachment D
[20] Document 33, para 154

included in a Heritage Overlay. He pointed to many cracks and the deteriorating condition of the buildings and concluded that they were "*well and truly past their use by date*".

Mr Mydaras said he could not understand why the adjoining property at 200 Church Street had not been included in the Heritage Overlay. He said that if 200 Church Street was not worthy of inclusion in the Heritage Overlay then his property should also not be included.

In response to the issues raised by Mr Mydaras, Ms Brady said:

- it is recognised that the Church Street context for the historic row is changing
- contemporary buildings surround and adjoin the site and are under construction
- the proposed site-specific Heritage Overlay does not rely on an historic context for its significance and is not included in a heritage precinct
- the row of buildings is recognisably of nineteenth century origin and will continue to present as such into the future
- the buildings are illustrative of the historical development that occurred along a major, early commercial thoroughfare (Church Street) in the City of Yarra, particularly in the 'boom' period of the 1880s
- changes made to the buildings, including modifications to the shopfronts, removal of verandahs, and other changes to the rear of the three buildings, are acknowledged in the place citation
- the changes to the buildings are within a range which is not uncommon with historic buildings including commercial buildings of this type
- importantly, the first-floor facades are substantially intact and, despite the works to the shopfronts, these have retained their commercial use and assist with demonstrating that this is an historic row of commercial buildings.

Council acknowledged that a Heritage Overlay will introduce another layer of control for property owners by imposing additional permit triggers and relevant considerations to a future planning permit application. It submitted that this was necessary to ensure those places with the requisite level of heritage value are recognised and appropriately managed within the municipality.

Council submitted that it was a well-recognised and a generally accepted consequence that planning controls set parameters in relation to the use and development potential of land. It noted that all properties in the municipality are subject to zoning controls and most are also subject to overlay controls.

Council submitted that concerns relating to future redevelopment opportunities are immaterial to this stage of the planning process and more appropriately considered at the planning permit stage. It said this approach correctly recognised the importance of prioritising enduring and long term matters such heritage protection and conservation over matters of development potential, building condition, economic matters and planning approvals which are, by contrast, short- term in nature.

Council acknowledged that not all buildings covered by the Amendment are in perfect condition, however, it submitted that the condition of a building does not diminish heritage significance, particularly in the case of the Hall's Buildings at 202-206 Church Street. It said the identification and protection of heritage places at the Amendment stage allows the structural integrity or condition of buildings to be properly assessed against identified heritage values at the planning permit application stage. This allows for the most appropriate

balancing of competing priorities (in cases where a redevelopment proposal might undermine the heritage significance of a place).

Council submitted the introduction of the Heritage Overlay does not preclude buildings, works or demolition of a property altogether.

Mr Mydaras said that the Hall's Buildings were in a similar situation to properties in Bay Street Brighton. He referred to a Panel Report relating to Bayside Amendment C82 where he said the Panel had recommended that properties at 270-272 Bay Street be removed from a proposed Heritage Overlay.

Council acknowledged that the exhibited Statement of Significance for the proposed HO526 was not proposed to be included as an Incorporated Document. It could not adequately explain to the Panel why this was the case. During the Hearing, Council agreed that, in accordance with the requirements of Clause 43.01-5, a Statement of Significance for a new heritage place (HO526) is required to be an Incorporated Document. No parties commented on this issue.

6.3 Discussion

The Panel accepts that the GJM Heritage report provides sufficient strategic justification to apply the Heritage Overlay to the Hall's Buildings in Church Street, Richmond. The report was peer reviewed by Ms Brady and she agreed that the work was thorough and completed with appropriate rigour.

The Panel agrees with Council that the contemporary and changing environment surrounding the site does not detract from the heritage significance of the place. Indeed, contemporary built form is required to respect the values of heritage buildings.

The Panel also notes that the heritage place at 202-206 Church Street does not rely on an historic context for its significance.

The Panel agrees with Ms Brady that the changes that have been made to the buildings are acknowledged in the place citation and are typical of other historic buildings including commercial buildings of this type.

The Panel does not accept that the imposition of a heritage Overlay will create an unacceptable burden on the owners. As Council explained, the Yarra Planning Scheme has many provisions that restrict or enable land use and development in different circumstances. The Heritage Overlay gives Council the ability to assess certain permit applications in response to the heritage place, including applications to demolish or remove a building.

For the reasons submitted by Council, the Panel also does not agree that the condition of the building is a reason to not apply the Heritage Overlay. The Panel accepts the long-held principle that structural integrity or condition of a building should not be a criterion for assessing heritage significance.

That is not to say that the condition of the Hall's Buildings is irrelevant in the planning system. Such factors are highly relevant at the planning permit stage. However, to consider such matters at this stage of the Amendment process would undermine the 'longer term consideration' of heritage protection.

The Panel has reviewed the Bayside Amendment C82 Panel Report referred to by Mr Mydaras and the Panel considers that the circumstances are not comparable. The Bayside example dealt with the determination of the boundary to a very large heritage precinct in Bay Street, Brighton. The Panel in that case noted that the purpose of that precinct was to identify a broad collection of places that contributed to the significance of the area. As a result of other changes to the Heritage Overlay that the Panel recommended, the properties at 270-272 Bay Street would have been isolated from the rest of the precinct. It was not specified whether these properties were contributory or individually significant, but the report noted that 83 per cent of the buildings in the precinct were contributory. The Panel concluded that the significance of the precinct would not be diminished by the removal of 270-272 Bay Street from the precinct.

The Yarra Amendment C245 does not propose a heritage precinct in Church Street in the same way as Bayside. Instead, it proposes a site specific Heritage Overlay affecting three properties graded as individually significant.

The Panel accepts the heritage assessment of GJM Heritage and Ms Brady that these properties reach the required threshold to warrant a Heritage Overlay.

The Panel also accepts that, in accordance with the assessment in the GJM Heritage report, the buildings should be graded 'individually significant'.

The Panel agrees with Council that the Statement of Significance for HO526 should be included within an Incorporated Document and the relevant parts of the schedules to clauses 43.01 and 72.04 should be amended accordingly.

6.4 Conclusions and recommendations

The Panel concludes:

- The Victoria Street and Bridge Road Built Form Review, GJM Heritage, 2018 provides an appropriate strategic basis for the application of heritage controls at 202-206 Church Street, Richmond
- It is appropriate to apply HO526 to the properties at 202-206 Church Street, Richmond as exhibited.
- The exhibited grading of the buildings as 'individually significant' is appropriate.
- The Statement of Significance included in the Victoria Street and Bridge Road Built Form Review, GJM Heritage, 2018 should be included as an Incorporated Document and referred to in the schedule to Clause 43.01 and the schedule to clause 72.04.

The Panel recommends:

17. **Amend HO526 in the schedule to Clause 43.01 to include the Statement of Significance as an Incorporated document in accordance with the Panel preferred version of the schedule in Appendix D3.**
18. **Amend the schedule to Clause 72.04 to include the Statement of Significance for HO526 as an Incorporated Document in accordance with the Panel preferred version of the schedule in Appendix D4.**
19. **Include the Statement of Significance for HO526 in the Panel preferred version of the Incorporated document as shown in Appendix D6.**

7 Queens Parade Road Reserve

7.1 The issues

The exhibited Amendment proposes to extend the existing HO93 to include previously unprotected street trees and related elements between Alexandra Parade and Delbridge Street. The Amendment also proposes to include the 'Heritage Citation: Queens Parade, Fitzroy North Street Trees, John Patrick Landscape Architects Pty Ltd (2018)' as a reference document in Clause 22.11 and Clause 22.02-8.

The heritage citation updates the existing citation in the City of Yarra Heritage Review completed by Allom Lovell and Associates and John Patrick Landscape Architects Pty Ltd in 1998, which is a reference document in the planning scheme.

The issues are:

- Whether the extent of the HO93 is appropriate
- Whether the Statement of Significance is appropriate.

7.2 Evidence and submissions

Council submitted the proposed changes to HO93 were based on a report prepared by John Patrick Landscape Architects called 'Heritage Overlay Study, Queens Parade, Fitzroy North, November 2018'. The purpose of the report was to address an apparent anomaly in the mapping of HO93.

The description in the existing citation and the schedule to Clause 43.01 states that the heritage place extends along Queens Parade between Alexandra Parade and Delbridge Street, Clifton Hill. The citation refers to a range of features in the road reserve and implies that it affects the full road reserve.

The existing Heritage Overlay map, however, shows HO93 extending only along a central corridor within the Queens Parade road reserve between Alexandra Parade and Delbridge Street. The Amendment proposes to extend HO93 to include the full width of the road reserve along Queens Parade from Alexandra Parade to Delbridge Street. Council submitted that this ensured that the planning scheme map was consistent with the citation.

The report prepared by John Patrick Landscape Architects recommends a number of minor changes to the existing Statement of Significance, but essentially leaves the old format and structure of the existing Statement of Significance. The modifications include clarification of terminology, plant species and additional descriptions of the uncut rock median borders.

The 3068 Group (Inc) submitted:

- HO93 should be extended further to the south-west to include Napier Reserve and an existing substation
- Turkey Oak is not a suitable replacement species for the elm boulevard
- the Statement of Significance does not distinguish between the 19th century planting and the interwar plantings.

Council responded that:

- the submission does not object to the proposed extension to HO93

- the Napier Reserve and the substation was not within the brief of John Patrick Landscape Architects when they reviewed HO93
- the submission seeks an extension to HO93 which is beyond the scope of Amendment C245
- any proposal to include the Napier St Reserve would require further study.

Council submitted that successive replacement of the London Plane component of the avenue tree planting is being undertaken with Turkey Oak. It said this strategy was appropriate for the location as the species is tolerant of site conditions and consistent with a double avenue tree planting of heritage significance. It noted that Turkey Oak was based on the recommendations in the John Patrick report and said no reasons or evidence was provided by the submitter to explain why Turkey Oak was inappropriate.

Ms Brady gave evidence on behalf of Council regarding HO93. She made several observations regarding the John Patrick Landscape Architects (2018) report (although noting that it was "*not specifically subject to peer review*"), including that:

- neither the 1998 citation, nor the revised 2018 citation, include a history of the Queens Parade plantings
- the Statement of Significance does not refer to the historical value of HO93 and it would be improved with the addition of information to help distinguish the earliest plantings and therefore identify the most historically significant plantings
- additional historical research may shed light on any heritage values associated with Napier Reserve
- attributing a general date to the hard landscaping works, where this information is available in historical records and photographs, would also be helpful.

Council noted Ms Brady's comments, but submitted that the type of historical analysis suggested by Ms Brady was not part of the scope of work for this Amendment. Council was satisfied with the content of the exhibited Statement of Significance and said if further work is recommended to strengthen the citation, this can occur as part of a future study, and is not necessary for the purposes of the Amendment.

Ms Brady also noted that the eastern boundary of HO93 appeared to overlap the western end of the adjoining HO330 precinct. The Panel asked Council to clarify this mapping issue.

Council responded in its closing submission:

- that existing HO93 extends to Delbridge Street, overlapping with HO330 to an extent in the east
- the extent of the overlap can be confirmed using the VicPlan website
- it was unusual for overlays to overlap and it can be challenging to use the VicPlan website to establish the extent of the overlap
- the extent of the overlap between HO93 and HO330 was not proposed to be addressed as part of this Amendment.

Council submitted that the Queens Parade Precinct (HO330) specifically recognises the heritage significance of the Victorian and Edwardian era of residential and commercial development which has occurred on either side of Queens Parade in the precinct. While HO330 covers the Queens Parade road reserve, the overlay is directed towards protecting built form along the road. This differs to the existing and intended updated role of HO93.

The Panel also queried whether the proposed extension of HO93 would overlap with HO327 (North Fitzroy Precinct) to the north and HO317 (Clifton Hill Western Precinct) to the south. Council confirmed that HO327 and HO317 do extend slightly into the Queens Parade service road reserve and therefore overlap with the exhibited extension of HO93.

Council submitted that the minimal extent of overlap between the overlays should be of no concern to the Panel. It said the overlaps occur on the road reserve and the only party that would be affected by the overlap is VicRoads, who is unlikely to be impacted by the overlay controls directed towards matters of built form (ie. HO330, HO327 and HO317).

Council concluded that:

> … while the overlap is unusual and to be avoided in the majority of cases, it should not prevent the extension of HO93 to protect the important heritage fabric within the road reserve.
>
> The boundaries of HO330, HO327 and HO317 could be reviewed in the future to exclude the road reserve however Council submits that this is beyond the scope of the Amendment before the Panel.[21]

Council acknowledged that the proposed revised Statement of Significance for HO93 does not comply with the new format prescribed in PPN01. It said a full rewrite of the Statement of Significance was not within the scope of the John Patrick study.

Council submitted that the updated statement of significance is appropriate for inclusion in the Scheme as a reference document, consistent with the exhibited Amendment.

7.3 Discussion

The Panel agrees that it is appropriate to amend the extent of HO93 on the planning scheme map to include the full width of the Queens Parade road reserve from Alexandra Parade to Delbridge Street, Clifton Hill. This makes the Heritage Overlay map consistent with the heritage citation and the significance of the place.

The Panel agrees with Council that any further extension of HO93 into Napier Reserve should only proceed subject to further investigations and this is not part of Amendment C245.

The Panel accepts that the updated Statement of Significance has been prepared having regard to the existing format and with modification sufficient to clarify and confirm a variety of issues. It was not a comprehensive re-write; it was a conservative edit. Within this context, the Panel agrees the updated citation is satisfactory.

The Panel considers, however, that Amendment C245 provided an opportunity for Council to complete a more detailed 'fix-up' to HO93 than what has been proposed. Instead, Council has prepared a very modest set of changes to HO93 that still leaves several gaps and anomalies. This is disappointing and somewhat ironic for an Amendment that was presented as a suite of changes to correct anomalies in the planning scheme.

The Panel was frustrated that the Amendment was not more comprehensive, however, it understands the position of Council and accepts it is a small step along the path towards resolving the heritage issues for this site. The Panel considered recommending abandoning this portion of the Amendment until further work was completed, however it ultimately

[21] Document 62, para 71-72

concludes that the proposed changes to HO93 should proceed. Although far from perfect, the deficiencies are not fatal.

The Panel would encourage Council to consider these deficiencies in a future planning scheme amendment. These issues include:

- the preparation of the Statement of Significance in the contemporary format consistent with PPN01
- inclusion of additional information regarding the history of the plantings and hard landscaping works within the Statement of Significance
- whether Napier Reserve warrants inclusion in HO93
- the interaction of HO93 with the adjoining heritage precincts (HO317, HO327 and HO330) to remove overlapping heritage boundaries.

7.4 Conclusions

The Panel concludes:

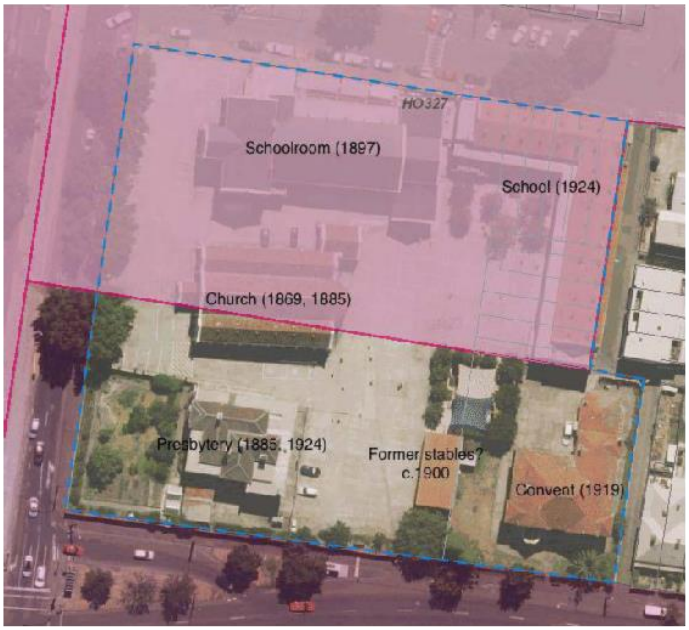
- The proposed changes to the mapping of HO93 should proceed as exhibited.
- The exhibited Statement of Significance is satisfactory.
- Council should consider a future planning scheme amendment for the site that addresses a range of unresolved anomalies and gaps in the heritage controls for this place.

8 St Brigid's Catholic Church

8.1 The issues

The St Brigid's Catholic Church complex at 378 Nicholson Street (including 378, 378A and 378C Nicholson Street), 20 York Street and 27 Alexandra Parade North Fitzroy is currently partly subject to HO327 – North Fitzroy Precinct. The boundary of HO327 currently cuts through the site and excludes part of the church, the presbytery and the former convent at 27 Alexandra Parade as shown below.

Figure 7 **Extent of HO327 North Fitzroy Precinct shown in pink and boundary of St Brigid's Church complex shown by blue dotted line (from Helms evidence statement)**



The exhibited Amendment proposes to extend HO327 across the whole of the site. The site was identified as a heritage mapping 'anomaly' for the purposes of the Amendment.

The issues are:

- Whether HO327 should extend across the whole of the site
- Whether the Statement of Significance should be amended
- Whether any other documents require changes.

8.2 Evidence and submissions

Council submitted the proposed changes to HO327 were to correct an obvious anomaly in the mapping of the boundary of HO327.

The Parish Priest of St Brigid's Catholic Church objected to the exhibited Amendment. He stated that the buildings proposed to be included within the Heritage Overlay were *"of no significant heritage contribution"* and they are:

- *"ordinary red bricks"*
- *"simple architectural design"*
- *"not old for more than 100 years"*.

The submission requested that *"only the present heritage status of the Church and Presbytery be maintained".*

St Brigid's Catholic Church did not request to be heard at the Hearing.

The Panel has considered the written submission from the Parish Priest (Submission 2) referred by Council.

Following the close of the exhibition period, Council engaged Mr Helms, an experienced heritage expert, to assess the issues raised in the submission.

Mr Helms prepared a report dated 4 October 2019. A copy of his report was provided to the Panel by Council. Mr Helms also gave evidence at the Hearing which was largely based on his report prepared in 2019. Mr Helms noted:

- St Brigid's Catholic Church complex occupies a large site in Fitzroy North on the east side of Nicholson Street and includes three properties - 378 Nicholson Street, 20 York Street and 27 Alexandra Parade
- approximately half the site is currently included within HO327, which applies to the North Fitzroy Heritage Precinct
- within the site, HO327 currently applies to:
  - the northern section of 378 Nicholson Street, which contains the 1897 school and hall (the red brick building at the corner of Nicholson and York streets) and most of the church - noting that the boundary of HO327 cuts through the church, excluding most of the south aisle
  - 20 York Street, which contains the 1924 school building
- the church, the Presbytery (at the corner of Nicholson Street and Alexandra Parade), and the former convent at 27 Alexandra Parade are currently excluded on the map overlay from HO327
- of the buildings currently included within HO327, the Incorporated Document[22] identifies the 'schoolroom' (the 1897 school and hall) and church as 'Individually Significant'. There is no listing for the 1924 school at 20 York Street
- the presbytery, despite not being included within HO327, is also identified as 'Individually Significant' in the Incorporated Document.

Today, the 1897 and 1924 school buildings form part of the Simonds Catholic College.

Mr Helms gave evidence that:

> In my opinion St Brigid's Catholic Church complex is of local heritage significance. As a Parish centre comprising buildings constructed from c.1870 to the 1920s St Brigid's is comparable to St John's, Queens Parade, Clifton Hill, which was recently assessed as a place of local significance by the Queens Parade Built Form Heritage Analysis and Recommendations 2017. St Brigid's is significant for similar reasons:

[22] The City of Yarra Review of Heritage Overlay Areas 2007 Appendix 8, revised December 2018

- As a large and intact group of religious buildings, including a church, school, presbytery, hall and convent. This group of buildings is illustrative of a large suburban parish, with a place of worship and associated educational and community facilities, established from the late nineteenth century through to the early twentieth century. The convent and school buildings demonstrate the importance of education to the Catholic Church and the major expansion of schools carried out in the early twentieth century (Hercon Criterion A).
- As a fine, intact and representative example of a religious parish centre complex comprised of buildings from the Victorian and Federation periods, which display typical characteristics of a range of styles (Hercon Criterion D), and
- As a landmark grouping of buildings on a prominent site (Hercon Criterion E).

The church itself is of individual significance, as one of the oldest churches in the municipality. Internally, the Fuller organ may be significant along with the architectural details mentioned in the 1978 building citation.

The 'Individually Significant' gradings of the Presbytery and the 1897 school and hall are justified for the reasons set out below:

- The presbytery is historically significant, as evidence of the elevation of St Brigid's to a parish with a resident priest.
- The 1897 school and hall are historically significant, as the oldest church school building on the site and one of the oldest in the municipality.

The 1919 convent and 1924 school are at least of Contributory significance, as part of the church complex. These buildings may be of individual significance, but further comparative analysis is required.[23]

Mr Helms concluded that the proposed extension of HO327 over the balance of 378 Nicholson Street was appropriate because:

- the local significance of the complex justifies inclusion in the Heritage Overlay in accordance with PPN01
- it will resolve the anomaly where the current HO327 boundary cuts through the middle of the church and excludes the presbytery, which is currently listed in incorporated document as an Individually Significant place
- it will ensure that all the St Brigid's church buildings are included within the heritage overlay, and this was consistent with PPN01.

Mr Helms also said that as a place of local significance, the St Brigid's Catholic Church complex is worthy of specific recognition in the HO327 precinct Statement of Significance. He said the Statement of Significance in 'Section 'A' North Fitzroy Heritage Overlay Area (South of Holden Street)' under 'What is significant?'; subheading 'Contributory elements, south of Holden St'; subheading 'Contributory elements also include:'; the following words should be added after dot point six:

> St Brigid's Catholic Church Parish complex comprising the church and front fence (comprising the iron and bluestone fence with rendered entry posts immediately in front of the church), presbytery and outbuilding, 1897 school and hall and brick fence to York Street, 1924 school, and convent.[24]

Mr Helms also said it was desirable to prepare an individual citation for the whole of the St Brigid's complex. This should include further analysis to determine if, for example, specific Heritage Overlay controls are warranted such as interior controls for the church or to identify the significant fences and outbuildings, and whether the convent or 1924 school are of

[23] Document 34, para 49
[24] Document 34, para 25

individual significance. He indicated that this was further work beyond the scope of the proposed Amendment.

With respect to Amendment C245, Mr Helms recommended that the Incorporated Document for HO327 be modified as follows:

- 378C Nicholson Street - rename the 'schoolroom' as 'School and hall'
- Insert a new listing for 27 Alexandra Parade – the St Brigid's former convent constructed in 1919 and including the place as 'contributory'
- Insert a new listing for 20 York Street – St Brigid's School constructed in 1924 and including the place as 'contributory'.

In its closing submission, Council submitted an updated extract of the Incorporated Document that included the changes recommended by Mr Helms (Document 62, Attachment 2).

Council confirmed it supported all of the recommendations from Mr Helms.

Council acknowledged Mr Helms' recommendation that work be undertaken to prepare an individual citation for the St Brigid's precinct. It said that this should be subject to a separate study and a separate planning scheme amendment process.

8.3 Discussion

The Panel agrees that the boundary to HO327 should be modified as exhibited to include all of the land within the St Brigid's Catholic Church complex. The evidence from Mr Helms was conclusive that:

- the additional buildings included by the change to the overlay mapping are of heritage significance
- the change to the mapping will correct an obvious anomaly
- it is inappropriate to have a building split by a heritage boundary
- the extension of HO327 to cover the whole site is consistent with good planning practice as recommended in PPN01.

The Panel agrees with Mr Helms that the City of Yarra Database of Heritage Significant Areas, July 2019 (as exhibited) should be modified with respect to the buildings at:

- 27 Alexandra Parade (St Brigid's former convent)
- 378C Nicholson Street (St Brigid's Roman Catholic School and hall)
- 20 York Street (St Brigid's School).

The Panel accepts the updated version of the Incorporated Document provided by Council in Document 62, Attachment 2. These changes will bring the document into line with the existing conditions and correctly identify the key buildings within the complex.

The Panel accepts the proposed gradings for the new entries are appropriate and consistent with the research completed by Mr Helms.

The Panel does not accept that the existing Statement of Significance for the HO327 precinct should be modified at this time. The Panel notes that no changes to the Statement of Significance were exhibited as part of the Amendment and, although the changes are relatively minor, it would be more appropriate to consider any updates as part of a broader review of the St Brigid's complex.

The Panel considers that the existing Statement of Significance is generally satisfactory until such time as a broader review of the heritage significance of the site has been completed.

In this respect, the Panel supports the views of Mr Helms that the St Brigid's complex should be the subject of a more detailed review to determine whether the site should be part of a site specific Heritage Overlay. On the weight of material presented to the Panel, there would at this stage, appear to be a strong prima facie case for a site specific Heritage Overlay. In that event, the site would then have its own Statement of Significance and it may be appropriate at that stage to also update various sections of the precinct's Statement of Significance.

The Panel agrees with Mr Helms and Council that the further work associated with a broader review of the St Brigid's complex goes beyond the scope of this Amendment and should be subject to a separate process.

8.4 Conclusions and recommendation

The Panel concludes:

- All of the land within the St Brigid's Catholic Church complex should be included within HO327.
- The City of Yarra Database of Heritage Significant Areas, July 2019 (as exhibited) should be modified with respect to the buildings at:
  - 378C Nicholson Street - renamed St Brigid's Roman Catholic School and hall
  - 27 Alexandra Parade (St Brigid's former convent) – a new listing and included as a contributory place
  - 20 York Street (St Brigid's School) – a new listing and included as a contributory place.
- The Statement of Significance for the Heritage Precinct HO327 should not be modified at this time.
- Any change to the Statement of Significance should be made following a broader review of the heritage status of the St Brigid's complex as part of a separate planning scheme amendment process.

The Panel recommends:

20. Amend the City of Yarra Database of Heritage Significant Areas, July 2019 for HO327 as shown in the Panel preferred version in Appendix D6.

9 51 Langridge Street / 14 Glasgow Street, Collingwood

9.1 The issues

The exhibited Amendment proposes to:

- remove the existing Heritage Overlay HO109 (55 Langridge Street, Collingwood – Former William Peatt Boot Factory) from land at 14 Glasgow Street, Collingwood
- change the address of HO109 in the schedule to Clause 43.01 (Heritage Overlay) and the Incorporated Document titled City of Yarra Database of Heritage Significant Areas, July 2019, from 55 Langridge Street, Collingwood to 61-75 Langridge Street, Collingwood.

The issue is whether the proposed changes to the extent of HO109 and the address of the site are appropriate.

9.2 Evidence and Submissions

Council submitted it had initially identified the application of HO109 at 14 Glasgow Street as a heritage mapping 'anomaly' as it was thought that it applied to a carpark which is understood to be of no heritage value.

The Collingwood Historical Society supported the proposed change of address of HO109 however objected to the proposed removal of 14 Glasgow Street until its heritage significance had been assessed.

Following the close of the exhibition period, Council engaged Mr Helms, an experienced heritage expert, to assess the issues raised in the submission.

Mr Helms prepared a report dated 4 October 2019. A copy of his report was provided to the Panel by Council and it noted that:

- Two separate Heritage Overlays (HO109 and HO420) apply to the former William Peatt Boot Factory complex, which was constructed in stages from 1895 to about 1937
- HO109 applies to sections of the factory constructed in 1906 and about 1937 and although these buildings face Langridge Street, they form part of the property known as 64 Wellington Street and partly 14 Glasgow Street
- The planning scheme and the Statement of Significance refers to HO109 located at 55 Langridge Street
- HO109 appears to have been based on work completed by Allom Lovell and Associates in 1998
- HO420 applies to the 1895 section of the factory, which faces Wellington Street and is part of 64 Wellington Street
- The planning scheme and the Statement of Significance refers to HO420 as 64 Wellington Street
- HO420 appears to have been based on work completed by Lovell Chen in 2012
- Given that the buildings are part of the same complex they should have been assessed as part of the one place in the 2012 study and given a single citation and Heritage Overlay number.

Figure 8 **Existing HO109 and HO420 showing 14 Glasgow Street (blue dotted line). The red arrow indicates the section of the 1937 William Peatt building that appears to be within 14 Glasgow Street (from Helms evidence statement)**



Mr Helms concluded that:

- the part of 14 Glasgow Street proposed for removal from HO109 contains a car park that has no heritage value but it also includes a small part of the significant c.1937 William Peatt building
- the proposed new address for HO109 in the Heritage Overlay schedule and incorporated document is incorrect
- in accordance with Planning Practice Note 1, there should be a single citation and Heritage Overlay number for the former William Peatt Boot Factory complex
- the proposed changes to HO109 should be removed from Amendment C245 pending a further review, which should include:
  - a desktop review of the two separate citations to make a single citation for the William Peatt Boot Factory
  - a more detailed investigation of the title boundary to determine whether or not the c.1937 William Peatt building is partially within 14 Glasgow Street.

Mr Helms gave similar evidence at the Hearing.

Council accepted Mr Helms' recommendation that it would not be appropriate to remove HO109 from 14 Glasgow Street at this time.

Additionally, Council accepted Mr Helms' conclusion that the proposed new address for the HO109 is incorrect.

Accordingly, Council supported the abandonment of the proposed changes to HO109 from the Amendment pending further study to establish the correct title boundaries of 14 Glasgow Street and the appropriate address of HO109.

9.3 Discussion

The Panel agrees with Council that the proposed changes to HO109 as part of Amendment C245 should not proceed at this time.

The investigations completed by Mr Helms clearly demonstrate the need for further assessment of the William Peatt Boot Factory to determine:

- an appropriate boundary for the heritage place
- a single Heritage Overlay number and associated Statement of Significance for the whole of the complex
- the correct address for the site.

The results of that further investigation should inform a future planning scheme amendment that deals with the site.

9.4 Conclusions and recommendations

The Panel concludes:

- The proposed changes to HO109 should not proceed at this time.
- Further investigations into the heritage significance, boundary and address of the William Peatt Boot Factory are required.
- Consideration should be given to combining HO109 and HO420 into a single Heritage Overlay that deals with the whole of the site.
- The results of these further investigations should form part of a separate planning scheme amendment.

The Panel recommends:

21. **Abandon the proposed changes to HO109 relating to the extent of the Heritage Overlay.**
22. **Abandon the proposed address for HO109 in the schedule to Clause 43.01 and retain it as 55 Langridge Street, Collingwood.**
23. **Abandon the proposed address for HO109 in the City of Yarra Database of Heritage Significant Areas, July 2019 and retain it as 55 Langridge Street, Collingwood.**
24. **Complete further investigations into the appropriate boundary, address and heritage significance of the William Peatt Boot Factory and consider consolidating HO109 and HO420 into a single Heritage Overlay with a single Statement of Significance. The results of that work should inform a separate planning scheme amendment.**

10 Form and content of the Amendment

10.1 General drafting issues

The Panel was puzzled by some of the drafting in the Amendment. These deficiencies were foreshadowed by DELWP in its letter on 21 December 2018 authorising the preparation of the Amendment. That letter noted:

> Amendment C148 recently introduced changes to the Heritage Overlay and the Schedule to Clause 43.01. The Department notes that you should have regard to the Ministerial Direction on the Form and Content of Planning Schemes, in particular the incorporated statement of significances are expressed in the Schedule to Clause 43.01.
>
> It is recommended you liaise with DELWP officers before submitting the schedule to 43.01 and explanatory report for exhibition to ensure the exhibited version is in line with the Ministerial Direction on Form and Content of Planning Schemes.

The essence of Amendment VC148 (insofar as heritage matters) is discussed in Section 2.4 of this report.

Council was unable to satisfactorily explain to the Panel what discussions, if any, had taken place between Council and DELWP prior to the exhibition of the Amendment. In any event, Council conceded that the exhibited Amendment did not comply with the requirements of Amendment VC148.

In its closing submission, Council stated:

> While it is unfortunate that the exhibited documents did not comply with VC148, Council notes that the reference to Amendment VC148 in the authorisation letter was a recommendation of the Department, and not a condition of authorisation.[25]

Whatever the interpretation, it is clear to the Panel that DELWP was flagging an important issue that should have been addressed before the Amendment was exhibited. The Panel does not accept that it was open to Council to exhibit the Amendment without consideration of the matters dealt with in Amendment VC148.

The exhibited version of the Amendment did not include any Statements of Significance as Incorporated documents within the planning scheme. All proposed Statements of Significance were proposed to be included within reference documents listed in clauses 21.11 and 22.02.

At its meeting of 26 November 2019, Council resolved to update a document called 'Yarra High Streets: Statement of Significance' with the addition of the Statements of Significance from Amendment C245. During the Hearing, Council submitted that it was exploring the use of this document as a single source of all Statements of Significance for Yarra's 'High Streets'. To date, this has included Swan Street, Queens Parade, Victoria Street and Bridge Road.

This response, however, did not address the fundamental issue addressed by DELWP in its letter of authorisation as the updated Yarra High Streets document was proposed to be included as a reference document in the planning scheme.

The Panel also expressed concern during the Hearing that a number of the Statements of Significance in the Yarra High Streets document related to properties included in other planning scheme amendments, and many of these had not been finalised.

[25] Document 62, para 94

In its Part B submission, Council presented another version of the Yarra High Streets document (Document 55) which was proposed to be an Incorporated Document. The front page of the document states:

> This incorporated document contains the Statement of Significance for all Heritage Precincts and Individually Significant Places (where a Statement of Significance has been prepared) within:
>
> - Richmond Conservation Study: undertaken for the City of Richmond, O'Connor, John & Coleman, Roslyn et al. (1985)
> - City of Yarra Heritage Review, Allom Lovell & Associates (1998)
> - City of Yarra Heritage Review, Allom Lovell & Associates and John Patrick Landscape Architects Pty Ltd (1998)
> - City of Yarra Heritage Gaps Study, Anthemion Consultancies (2012)
> - Heritage Gap Study, Review of Central Richmond, Context Pty Ltd (2014)
> - City of Yarra Review of Heritage Overlay Areas, Graeme Butler & Associates (2007, 2013)
> - Thematic Study of Theatres in the City of Yarra, Context Pty. Ltd (2017)
> - Victoria Street and Bridge Road Built Form Review Heritage Assessments, GJM Heritage (2018)
> - Heritage Citation: Queens Parade, Fitzroy North Street Trees, John Patrick Landscape Architects Pty. Ltd (2018).

Various parties expressed concerns regarding the extent of transformation of the Amendment and the Panel sought clarification from Council as to what was intended.

In its closing submission, Council stated:

> Having regard to the comments made by the Panel and parties during the hearing, Council proposes a restructure of its reference and incorporated documents. In summary Council proposes to:
>
> - only incorporate the statements of significance for new heritage places, as this is a mandatory requirement since Amendment VC148 …
> - include the statements of significance for the rest of the properties as separate reference documents to the Scheme … (clauses 21.11 and 22.02), as it is not mandatory to incorporate these under VC148 … [26]

Council also proposed to include properties within these incorporated and reference documents that only related to the properties affected by the Amendment.

The Panel is satisfied with the general approach ultimately proposed by Council, subject to the detailed issues discussed below.

Again, the Panel notes that the extensive confusion and reorganisation of the Statements of Significance could have (and should have) been avoided by more careful consideration of these issues from the beginning of the process.

This chapter includes conclusions and recommendations regarding the final form of various clauses and documents based on the analysis presented in this report. This includes:

- Clause 21.11 – Reference documents
- Clause 22.02 – Development guidelines for sites subject to the Heritage Overlay
- the schedule to Clause 43.01 – Heritage Overlay
- the schedule to Clause 72.04 – Documents incorporated in this planning scheme

[26] Document 62, para 112

- the Incorporated documents.

10.2 Final form of Clause 21.11 - Reference documents

In its closing submission, Council submitted that the Statements of Significance for the following places should be included within a new document called Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Reference Document (May 2020):

Precincts:

- HO310 Bridge Road Precinct, Richmond
- HO408 Victoria Street Precinct, Richmond
- HO444 Victoria Street West Precinct, Richmond.

Individually Significant Places

- HO53 Former Savings Bank, 231 Victoria Street, Abbotsford
- HO54 Former National Bank of Australasia, 261 Victoria Street, Abbotsford
- HO55 Shops, 275-277 Victoria Street, Abbotsford
- HO56 Shops, 295 Victoria Street, Abbotsford
- HO57 Shops, 297-301 Victoria Street, Abbotsford
- HO58 Shops, 371-377 Victoria Street, Abbotsford
- HO59 Former East Collingwood Hotel, 385 Victoria Street, Abbotsford
- HO60 Shops, 459-465 Victoria Street, Abbotsford
- HO61 Shops, 511 Victoria Street, Abbotsford
- HO62 Terminus Hotel, Former Bricklayers Arms Hotel, 605 Victoria Street, Abbotsford
- HO63 Former Crusader Plate Building, 651 Victoria Street, Abbotsford
- HO64 Former Handley & Tilley Building, 653-657 Victoria Street, Abbotsford
- HO65 Former Alma Woolworks Complex, 661-663 Victoria Street, Abbotsford
- HO230 Richmond Police Station, 319-323 Bridge Road, Richmond
- HO259 Pelaco Sign, 21-31 Goodwood Street, Richmond
- HO260 Former Gas Inspector's Residences, 7 Gleadell Street, Richmond
- HO289 House, 316 Victoria Street, Richmond
- HO290 Byrne's Arcade Terrace, 318-320 Victoria Street, Richmond
- HO291 Former Simpson's Glove Factory, 488-496 Victoria Street, Richmond
- HO353 Skipping Girl Neon Sign, 651-653 Victoria Street, Abbotsford
- HO416 Quint Café/Former Duke of Albany Hotel, 323-325 Victoria Street, Abbotsford.

Individually Significant Places Within Precincts:

- HO310 Richmond Cinema (former), 311-317 Bridge Road, Richmond
- HO310 Grynberg Drapers Shop and Office, 99-101 Bridge Road, Richmond
- HO310 Shops and residences, 108-112 Bridge Road, Richmond
- HO310 Wustermann's Buildings, Shop and residence, 138-144 Bridge Road, Richmond
- HO310 London Baby Carriage Manufacturers Pty Ltd Factory and show room, 153-161 Bridge Road, Richmond
- HO310 Former Melbourne Savings Bank, 184 Bridge Road, Richmond
- HO310 Shop and Residence, 199-205 Bridge Road, Richmond
- HO310 National Bank of Australasia (former), 231 Bridge Road, Richmond

- HO310 Former Commonwealth Savings Bank of Australia and residence, 267 Bridge Road, Richmond
- HO310 Theobalds Building, 294 Bridge Road, Richmond
- HO310 Shops and residences 381-389 Bridge Road, Richmond.

Council submitted that these Statements of Significance were considered as part of the Victoria Street and Bridge Road Review prepared by GJM Heritage or were considered to geographically form part of that area.

Additionally, Council proposed to include the Statement of Significance for the former Richmond Theatre, which is derived from the Theatres Study, in this reference document.

Council submitted that it was appropriate to include the Statements of Significance for these places within reference documents because all of these sites currently are within existing Heritage Overlays listed in the schedule to Clause 43.01.

Council submitted its preferred version of this reference document in Document 62, Attachment 5.

The Panel generally agrees with Council's approach except, for the reasons outlined in Chapter 5, the changes to Precinct HO310 are not supported. Similarly, the inclusion of the former Richmond Theatre in the 'Individually Significant Places Within Precincts' is not supported.

In its closing submission, Council also submitted that a 'stand-alone' Statement of Significance for the former Burnley Theatre should be included within Clause 22.11. For the reasons already discussed in this report, the Panel does not support that inclusion.

Council acknowledged that there are earlier or superseded versions of the Statements of Significance contained within the Victoria Street and Bridge Road Built Form Review Heritage Assessments, GJM Heritage (2018) and the Thematic Study of Theatres in the City of Yarra, Context Pty Ltd (2017). Despite this, Council submitted it was still appropriate for these studies to be reference documents in clauses 21.11 and 22.02. Council suggested that, prior to adoption of the Amendment, it may be prudent for 'watermarks' to be inserted over the Statements of Significance in those background studies to avoid any overlap.

On the other hand, parties for the three former theatres submitted that it would be inappropriate to include these background studies as reference documents.

Mr O'Farrell, on behalf of the owners of the former Burnley Theatre submitted that the idea of 'watermarks' over parts of the reports was problematic and procedurally flawed.

Mr Connor QC, on behalf of the owners of the former Austral Theatre, submitted that reference or background documents should only be included in the planning scheme if they assist in understanding the context within which a particular policy or provision has been framed. He said that the primary thesis of the Theatres Study was that interior controls should be applied over three former theatres. Mr Connor submitted that in the event that internal controls were not applied to those theatres it would be contrary to good planning practice and PPN13 to have a background document which explains a policy or control which is not in the planning scheme.

Ms Eastoe, on behalf of the owners of the former Richmond Theatre also submitted similar views. She said that the weight of evidence before the Panel confirmed that the Theatres Study and the GJM Heritage report should not be included as reference documents.

The Panel agrees with the submissions from Mr O'Farrell, Mr Connor and Ms Eastoe that the Theatres Study report and GJM Heritage report should not be included as reference documents in the planning scheme.

Although the Theatres Study report contains some interesting information, its inclusion as a reference document has the potential to cause confusion and would be of little utility. The Panel has already outlined its concerns with respect to the conclusions and recommendations of the Theatres Study in previous chapters. For these reasons, it would be inappropriate to include the Theatres Study as a reference document.

Similarly, as the important parts of the GJM Heritage report have been distilled into the Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Reference Document (May 2020), the Panel sees little utility in also including the GJM Heritage report as a reference document. The inclusion of the GJM report would only cause potential confusion or duplication of material and is unnecessary.

Conclusions

The Panel concludes that the following documents should be deleted from the exhibited version of Clause 21.11:

- Victoria Street and Bridge Road Built Form Review: Heritage Assessment, GJM Heritage (2018)
- Thematic Study of Theatres in the City of Yarra, Context Pty Ltd (2017).

The Panel concludes that the following document should be added to the exhibited version of Clause 21.11:

- Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Reference Document (May 2020).

These changes are reflected in the Panel preferred version of Clause 21.11 in Appendix D1.

The content of the Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Reference Document (May 2020) should be generally as submitted by Council in Document 62, Attachment 5, but amended in accordance with the Panel preferred version in Appendix D5.

Recommendations:

25. **Modify Clause 21.11 in accordance with the Panel preferred version in Appendix D1.**
26. **Modify the Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Reference Document (May 2020) in accordance with the Panel preferred version in Appendix D5.**

10.3 Final form of Clause 22.02 - Development guidelines for sites subject to the Heritage Overlay

The exhibited reference documents in Clause 22.02-8 essentially mirrors the list of exhibited reference documents in Clause 21.11.

It follows that the Panel's conclusions and recommendations regarding Clause 21.11 are applicable to Clause 22.02-8.

Conclusions

The Panel concludes that the following documents should be deleted from the exhibited version of Clause 22.02-8:

- Victoria Street and Bridge Road Built Form Review: Heritage Assessment, GJM Heritage (2018)
- Thematic Study of Theatres in the City of Yarra, Context Pty Ltd (2017).

The Panel concludes that the following document should be added to the exhibited version of Clause 22.02-8:

- Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Reference Document (May 2020).

These changes are reflected in the Panel preferred version of Clause 22.02 in Appendix D2.

Recommendations:

27. Modify clause 22.02 in accordance with the Panel preferred version in Appendix D2.

10.4 Final form of schedule to Clause 43.01 - Heritage Overlay

In previous chapters, the Panel has already recommended changes with respect to the schedule to Clause 43.01 for the following Heritage Overlays:

- HO109 – leave address as 55 Langridge Street
- HO286 – delete internal controls (replace 'YES' with 'NO')
- HO499 – former Austral Theatre - delete
- HO504 – former Richmond Theatre – delete.

In its closing submission, Council submitted that the schedule to Clause 43.01 should be amended to specify the Statements of Significance within an Incorporated document for the eight new Heritage Overlays (HO525 to HO532 inclusive). It submitted this was consistent with the requirements of VC148 (Clause 43.01-5).

Council proposed that the Statement of Significance for each new Heritage Overlay would be included within the Yarra High Streets (Victoria Street and Bridge Road) Statement of Significance: Incorporated Document (May 2020).

The Panel accepts Council's approach with respect to the proposed eight new Heritage Overlays and agrees that this is required in order to comply with Clause 43.01-5.

Conclusion

The Panel concludes that the exhibited version of the schedule to Cause 43.01 should be amended by including reference to the Statement of Significance within an incorporated document for the following Heritage Overlays:

- HO525, Shop and Residence, 637-639 Bridge Road, Richmond
- HO526, Hall's Buildings, 202-206 Church Street, Richmond
- HO527, Pair of Terrace Houses, 32 and 34 Thomas Street, Richmond
- HO528, James Boland Shop and Residence, 635 Bridge Road, Richmond
- HO529, Royal Oak Hotel, 529-533 Bridge Road, Richmond
- HO530, Whipps Terrace, 597-599 Bridge Road, Richmond
- HO531, Flour Mill and Grain Store Complex (former), 534-534A Bridge Road, Richmond

- HO532, Richmond Town Hall, 325-333 Bridge Road, Richmond.

These changes are in addition to the recommendations regarding the schedule to Clause 43.01 expressed in other chapters of this report.

Recommendation:

28. Modify the schedule to Clause 43.01 in accordance with the Panel preferred version in Appendix D3.

10.5 Final form of schedule to Clause 72.04 - Documents incorporated in this planning scheme

In its closing submission, Council submitted that the schedule to Clause 72.04 should be amended to include the Yarra High Streets (Victoria Street and Bridge Road) Statement of Significance: Incorporated Document (May 2020). This includes the eight new heritage Overlays referred to in the section above (HO525 to HO532 inclusive).

The Panel supports this approach and notes this is consistent with the schedule to Clause 43.01.

In its closing submission, Council also submitted that a 'stand-alone' Statement of Significance for the former Austral Theatre should be included as an Incorporated document in the schedule to Clause 72.04. For the reasons already expressed in this report, the Panel does not agree with that inclusion.

Conclusion

The Panel concludes that the following document should be added to the exhibited version of Clause 72.04:

- Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Incorporated Document (May 2020).

Recommendation:

29. Modify the schedule to Clause 72.04 in accordance with the Panel preferred version in Appendix D4.

10.6 Final form of Incorporated Documents

The exhibited Amendment proposed a number of changes to the existing City of Yarra Review of Heritage Overlay Areas 2007 Appendix 8, revised December 2018. The first of these was a change to the name of the document to City of Yarra Database of Heritage Significant Areas, July 2019. A number of minor changes to the content of the document were also proposed.

Consistent with the conclusions and recommendations already made in this report, the following changes are recommended to the exhibited City of Yarra Database of Heritage Significant Areas, July 2019:

- HO109, William Peatt Boot Factory (former) – leave address as 55 Langridge Street
- HO327, St Brigid's Church Complex – modify as shown in the Panel preferred version in Appendix D6
- HO499, former Austral Theatre - delete
- HO504, former Richmond Theatre – delete.

In its closing submission (Document 62, Attachment 3), Council provided its preferred version of the Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Incorporated Document (May 2020). The Panel agrees with this Council version and adopts it as the Panel preferred version in Appendix D6.

Recommendation

30. **Include the Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Incorporated Document (May 2020) as shown in the Panel preferred version in Appendix D6.**

Appendix A Submitters to the Amendment

No.	Submitter
1	Mr De Luca
2	St Brigid's Catholic Church
3	J, JB and EC Drill
4	Richmond Church Lands Trust
5	Collingwood Historical Society
6	The 3068 Group (Inc)
7	Mr Mydaras
8	Ms Tran
9	Mr Tran
10	Mr Nott
11	Mr Wight

Appendix B Parties to the Panel Hearing

Submitter	Represented by
Yarra City Council	Ms Briana Eastaugh of Maddocks assisted by Ms Zina Teoh, who called expert evidence on: - Heritage from Ms Anita Brady of Anita Brady Heritage - Heritage from Mr David Helms of David Helms Heritage Planning
Richmond Church Lands Trust	Ms Lucy Eastoe of Best Hooper Lawyers, who called expert evidence on: - Heritage from Mr Roger Beeston of RBA Architects and Conservation Consultants Pty Ltd
JB and EC Drill	Mr Peter O'Farrell of Counsel instructed by Ms Victoria Vilagosh of Norton Rose Fulbright, who called expert evidence on: - Heritage from Mr Bryce Raworth of Bryce Raworth Pty Ltd
Mr De Luca	Mr Paul Connor QC assisted by Ms Marissa Chorn instructed by Ms Rhodie Anderson of Rigby Cooke Lawyers, who called evidence on: - Heritage from Mr Bryce Raworth of Bryce Raworth Pty Ltd
Collingwood Historical Society	Ms Karen Cummings
Mr Con Mydaras	
Mr Terence Nott	
Ms Irene Tran	Mr Mydaras
Mr Ian Wight	

Appendix C Document list

No.	Date	Description	Provided by
1	17/2/2020	Letter dated 13/2/20 from Tamara Brezzi of Norton Rose Fulbright to Planning Panels Victoria regarding late submissions and adjournment	Chair
2	17/2/2020	Letter dated 14/2/20 from Rigby Cooke Lawyers to Planning Panels Victoria in response to Document 1	Chair
3	17/2/2020	Letter dated 13/2/20 from Terry Montebello of Maddocks to Planning Panels Victoria in response to Document 1	Chair
4	17/2/2020	Letter dated 14/2/20 from Lucy Eastoe of Best Hooper Lawyers to Planning Panels Victoria in response to Document 1	Chair
5	17/2/2020	Letter dated 17/2/20 from Panel Chair to all parties including Documents 1, 2, 3 and 4	Chair
6	19/2/2020	Letter dated 19/2/20 from Lucy Eastoe of Best Hooper Lawyers to Planning Panels Victoria in response to Document 5	Chair
7	19/2/2020	Letter dated 19/2/20 from Tamara Brezzi of Norton Rose Fulbright to Planning Panels Victoria in response to Document 5	Chair
8	19/2/2020	Letter dated 19/2/20 from Briana Eastaugh of Maddocks Lawyers to Planning Panels Victoria in response to Document 5	Chair
9	19/2/2020	Letter dated 19/2/20 from Rigby Cooke Lawyers to Planning Panels Victoria in response to Document 5	Chair
10	20/2/2020	Letter dated 20/2/20 from Panel Chair to all parties regarding second Directions Hearing	Chair
11	21/2/2020	Letter dated 21/2/20 from Rigby Cooke Lawyers to Planning Panels Victoria in response to Document 10	Chair
12	21/2/2020	Email dated 21/2/20 from Lucy Eastoe of Best Hooper Lawyers to Planning Panels Victoria in response to Document 10 and 11	Chair
13	21/2/2020	Email dated 21/2/20 from Planning Panels Victoria to all parties confirming need for second Directions Hearing	Chair
14	28/2/2020	Letter dated 28/2/20 from Panel Chair to all parties regarding Directions, Distribution List and Hearing Timetable	Chair
15	13/3/2020	Letter dated 13/3/20 from Panel Chair to all parties regarding potential impact of Novel Coronavirus 2019 (COVID-19) on Planning Panels	Chair
16	26/3/2020	Letter dated 26/3/20 from Panel Chair to all parties regarding possible alternative arrangements for the conduct of the Hearing	Chair

No.	Date	Description	Provided by
17	31/3/2020	Letter dated 31/3/20 from Terry Montebello of Maddocks to Planning Panels Victoria in response to Document 16	Chair
18	31/3/2020	Letter dated 31/3/20 from Rigby Cooke Lawyers to Planning Panels Victoria in response to Document 16	Chair
19	31/3/2020	Letter dated 31/3/20 from Victoria Vilagosh of Norton Rose Fulbright to Planning Panels Victoria in response to Document 16	Chair
20	31/3/2020	Letter dated 31/3/20 from Lucy Eastoe of Best Hooper to Planning Panels Victoria in response to Document 16	Chair
21	31/3/2020	Email dated 30/3/20 from Karen Cummings of the Collingwood Historical Society to Planning Panels Victoria in response to Document 16	Chair
22	31/3/2020	Email dated 30/3/20 from Con Mydaras to Planning Panels Victoria in response to Document 16	Chair
23	31/3/2020	Email dated 31/3/20 from Ian Wight to Planning Panels Victoria in response to Document 16	Chair
24	6/4/2020	Letter dated 6/4/20 from Panel Chair to all parties providing update on Hearing process and new Directions	Chair
25	6/4/2020	Email dated 6/4/20 from Mr Nott to Planning Panels Victoria in (late) response to Document 16 supporting Hearing proceeding 'on the papers'	Chair
26	7/4/2020	Email dated 7/4/20 from Mr Wight to Planning Panels Victoria seeking late Request to be Heard 'on the papers'	Chair
27	8/4/2020	Email dated 8/4/20 from Planning Panels Victoria to all parties accepting Mr Wight's late RTBH	Chair
28	9/4/2020	Email dated 9/4/20 from Planning Panels Victoria to all parties advising of 'group test run' of video conference platform to be held 17/4/20	Chair
29	9/4/2020	Email dated 9/4/20 from Planning Panels Victoria providing addendum to Document 28.	Chair
30	9/4/2020	Email dated 8/4/20 from Janet Taylor of Collingwood Historical Society to Council requesting features to be videoed in former theatres.	Chair
31	9/4/2020	Email dated 9/4/20 from Council to all parties providing list of features to be videoed in accordance with Direction 8 in Document 24	Chair
32	14/4/2020	Council Part A submission	Council
33	14/4/2020	Expert witness statement from Anita Brady on behalf of Council	Council
34	14/4/2020	Expert witness statement from David Helms on behalf of Council	Council

Attachment 2 - Attachment 2 - Yarra C245 Panel Report

No.	Date	Description	Provided by
35	14/4/2020	Expert witness statement from Roger Beeston on behalf of Richmond Church Land Trust	Best Hooper
36	14/4/2020	Expert witness statement from Bryce Raworth on behalf of JB and EC Drill	Norton Rose Fulbright
37	14/4/2020	Expert witness statement from Bryce Raworth on behalf of Anthony De Luca	Rigby Cooke
38	15/4/2020	Email dated 15/4/20 from Planning Panels Victoria with attached letter dated 15/4/20 from Maddocks regarding Skype procedures	Chair
39	16/4/2020	Letter dated 16/4/20 from Briana Eastaugh of Maddocks in response to Direction 18	Council
40	16/4/2020	Letter dated 16/4/20 from Rigby Cooke Lawyers in response to Direction 18	Rigby Cooke
41	16/4/2020	Letter dated 16/4/20 from Karen Cummings of the Collingwood Historical Society in response to Direction 18	Ms Cummings
42	16/4/2020	Letter dated 16/4/20 from Norton Rose Fulbright in response to Direction 18	Norton Rose Fulbright
43	16/4/2020	Email dated 16/4/20 from Terence Nott in response to Direction 18	Mr Nott
44	16/4/2020	Email dated 16/4/20 from Best Hooper in response to Direction 18	Best Hooper
45	17/4/2020	Email dated 17/4/20 from Planning Panels Victoria to all parties in accordance with Direction 19	Chair
46	17/4/2020	Letter from Rigby Cooke Lawyers dated 17/4/20 with floor plans and link to videos of internal features of former Austral Theatre	Rigby Cooke
47	17/4/2020	Letter from Norton Rose Fulbright dated 17/4/20 with link to video of internal features of former Burnley Theatre	Norton Rose Fulbright
48	17/4/2020	Email from Best Hooper dated 17/4/20 with floor plan and link to video of former Richmond Theatre	Best Hooper
49	21/4/2020	Submission from Mr Wight	Mr Wight
50	21/4/2020	Photos from Mr Mydaras (forwarded by Maddocks on behalf of Mr Mydaras)	Maddocks/Mr Mydaras
51	21/4/2020	Submission from Mr Mydaras	Mr Mydaras
52	22/4/2020	Council Part B Submission – 'Electronic Folder' with Files 1 - 17	Council
53	23/4/2020	Submission from Collingwood Historical Society	Ms Cummings
54	23/4/2020	Submission from Mr Nott	Mr Nott

No.	Date	Description	Provided by
55	23/4/2020	Yarra High Streets: Statements of Significance October 2017 (March 2020) – 23.04.20 update	Council
56	23/4/2020	Submission from Richmond Church Lands Trust	Best Hooper
57	24/4/2020	Submission on behalf of JB and EC Drill	Mr O'Farrell
58	24/4/2020	Submission on behalf of Mr De Luca	Mr Connor QC
59	27/4/2020	Email dated 27/4/20 from Planning Panels Victoria to all parties confirming process regarding Council closing submission and revised drafting of documents	Chair
60	27/4/2020	Revised 'Attachment A' (V2) to Document 57 – including contributory elements under the heading 'Why is it significant?'	Norton Rose Fulbright
61	27/4/2020	Revised 'Attachment A' (V3) to Document 57 – including contributory elements under the heading 'What is significant?'	Norton Rose Fulbright
62	1/5/2020	Council closing submission and associated documents (Files 1-8)	Maddocks
63	4/5/20	Email dated 4/5/20 from Mr Mydaras requesting additional time to respond to Document 62	Mr Mydaras
64	4/5/20	Email responding to all parties regarding Document 63	Planning Panels Victoria
65	7/5/20	Submission from Collingwood Historical Society in response to Document 62	Ms Cummings
66	7/5/20	Submission from Mr Connor QC in response to Document 62	Rigby Cooke
67	7/5/20	Submission from Mr O'Farrell (including attachments) in response to Document 62	Norton Rose Fulbright
68	7/5/20	Submission from Mr Mydaras in response to Document 62	Mr Mydaras
69	7/5/20	Submission from Mr Nott in response to Document 62	Mr Nott
70	8/5/20	Email from Planning Panels Victoria to all parties advising that the reserve drafting day (12/5/20) would not be required.	Planning Panels Victoria

Appendix D Panel preferred versions of clauses and documents

Tracked Added

~~Tracked Deleted~~

D1 Panel preferred version of Clause 21.11

The Panel has shown tracked changes to the exhibited version of Clause 21.11

21.11
Proposed C245yara

REFERENCE DOCUMENTS

General

Council Plan 2005-2009.

Inner Melbourne Action Plan (October 2005).

Yarra City Council Access and Inclusion Policy (November 2004)

City of Yarra Access and Inclusion strategy 2004-2009

Disability Action Plan 2001—2004

Land Use

Yarra Residential Interface Study 2001 (City of Yarra, 2001)

Accommodation and housing

Inner Regional Housing Statement (January 2006)

Retail, entertainment and the arts

Yarra City Council Arts and Cultural Plan, 2005-2009

Inner City Entertainment Precincts Taskforce "A Good Night for All"

Industry, office and commercial

Yarra Economic Development Strategy 2001-2004

Yarra Industrial and Business Land Strategy Review (Hansen Partnerships & Charter, Keck, Cramer, September 2004).

Parks, gardens and public open space

Yarra City Council Recreation Strategy Plan 2003/2008

Built Form

Heritage

Heritage Citation: 18-22 Derby Street, Collingwood, Anthemion Consultancies (2018)

Heritage Citation: 33-45 Derby Street, Collingwood, GJM Heritage (2018)

Heritage Citation: Queens Parade, Fitzroy North Street Trees, John Patrick Landscape Architects Pty. Ltd. (2018)

Collingwood Mixed Use Pocket, Heritage Assessment & Recommendations, GJM Heritage (2018)

~~*Victoria Street and Bridge Road Built Form Review: Heritage Assessment, GJM Heritage (2018)*~~

~~*Thematic Study of Theatres in the City of Yarra, Context Pty. Ltd. (2017)*~~

Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Reference Document (May 2020)

Swan Street Built Form Study Heritage Assessments & Analysis, October 2017 (GJM Heritage)

Yarra High Streets: Statements of Significance, October 2017 (GJM Heritage)

Heritage Citation: 112-124 Trenerry Crescent, Abbotsford. GJM Heritage, July 2016.

Heritage Citation: 20-60 Trenerry Crescent, Abbotsford. GJM Heritage, July 2016.

Heritage Gap Study: Review of Johnston Street East, Context Pty Ltd 2016.

Heritage Gap Study: Review of 17 Precincts Stage 2 Report, Context Pty Ltd 2014, revised 2016.

Heritage Review of Predefined Areas In Abbotsford & Collingwood Stage 2 Report, Context Pty Ltd 2015.

Heritage Gap Study: Review of Central Richmond, Stage 2 Final Report, Context Pty Ltd 2014.

City of Yarra Heritage Gaps Study – Smith Street South, Anthemion Consultancies 2014.

City of Yarra Heritage Gaps – 233-251 Victoria Street Abbotsford Anthemion Consultancies, 2012.

City of Yarra Heritage Gaps Stage Two, Graeme Butler and Associates 2009.

City of Yarra Heritage Gaps Stage One, Graeme Butler and Associates 2008.

City of Yarra Heritage Gaps Review One 2013 [Appendix A and B includes Statements of Significance] Incorporated Plan under the provisions of clause 43.01 Heritage Overlay - methodology report, Lovell Chen 2014.

City of Yarra Heritage Gaps Review Two 2013.

City of Yarra Heritage Gaps Study – 233-251 Victoria Street, Abbotsford, Anthemion Consultancies 2012.

World Heritage Environs Area Strategy Plan: Royal Exhibition Building and Carlton Gardens, Department of Planning and Community Development 2009.

City of Yarra Review of Heritage Overlay Areas [Appendix 7 includes Statements of Significance], Graeme Butler and Associates 2007 updated 2013.

Yarra Heritage Database 2007 including photos, Allom Lovell and Associates 1998.

Development Guidelines for Heritage Places (City of Yarra, 1999).

City of Yarra Heritage Review, Volumes 1-4, Allom Lovell and Associates 1998.

Protecting Archaeological Sites in Victoria, Heritage Victoria 1998.

The Burra Chater. Australian ICOMOS Charter for the Conservation of Places of Cultural Significance, as updated from time to time.

Fitzroy Urban Conservation Study Review, Allom Lovell and Associates 1992.

Collingwood Conservation Study, Andrew Ward and Associates 1989.

Richmond Conservation Study, J and T O'Connor and Coleman and Wright Architects 1985.

Carlton, North Carlton and Princes Hill Conservation Study, Nigel Lewis and Associates 1984.

City of Northcote Urban Conservation Study, Graeme Butler Architect 1982.

South Fitzroy Conservation Study, Jacob Lewis Vines Architects 1979.

North Fitzroy Conservation Study, Jacob Lewis Vines Architects 1978.

Built form character

Urban Design Guidelines for the YarraRiver Corridor (City of Yarra, 1998), as amended April 2004

City of Yarra Built Form Review 2003

Transport

Yarra Strategic TransportStatementCity of Yarra 2006

Encouraging and increasing walking strategy, City of Yarra 2005

Environmental Sustainability

The Yarra Environment Strategy: Our Sustainable Future (City of Yarra, November 2000).

Review of Policies and Controls for the Yarra River Corridor: Punt Road to Burke Road: Consultant Report (Planisphere and Jones & Whitehead, June 2005).

Middle Yarra Concept Plan (Dept. of Planning and Urban Growth, Dept. of Conservation and Environment, 1990)

Lower Yarra (Punt Road to Dights Falls) Concept Plan (Ministry for Planning and Environment, 1986)

Lower Darebin Creek Concept Plan (Darebin Creek Co-ordinating

Committee, 1995) Merri Creek Management Plan (Merri Creek

Management Committee, 1997)

Merri Creek Concept Plan (Draft) (Merri Creek Management

Committee, 1997) Yarra River Corridor Strategy (City of Yarra, 1999)

Yarra Catchment Action Plan (YarraCare, 1996)

Port Phillip and Western Port Regional Catchment Strategy 2004 – 2009 (Port Phillip and Westernport Catchment Management Authority 2004)

Herring Island Enhancement Plan (Acer Wargon Chapman and EDAW

AUST, 1995) Environmental Guidelines for Major Construction Sites

(Environment Protection Authority, 1996)

Yarra Bend Park Strategy Plan (Parks Victoria, 1998)

Yarra Bend Park Environmental Action Plan (Parks Victoria, April 2000)

Yarra Bend / Fairfield Area: Development Opportunities (Chris Dance Land Design and Fulcrum Town Planners, 1997)

City of Yarra Stormwater Management Plan (AWT, December 2000)

Neighbourhood Plans

Smith / Wellington Streets Mixed Use Precinct Urban Design Framework,

March 2005 Victoria Street Activity Precinct Urban Design Framework,

July 2004;

Victoria Street East Precinct, Richmond, Urban Design Framework prepared for the City of Yarra 16 November 2005 (mgs in association with Jones and Whitehead Pty Ltd)

Structure Plans and Local Area Plans

Johnston Street Local Area Plan, 2015

D2 Panel preferred version of Clause 22.02

The Panel has shown tracked changes to the exhibited version of Clause 22.02

22.02 DEVELOPMENT GUIDELINES FOR SITES SUBJECT TO THE HERITAGE OVERLAY

16/10/2018 C232

This policy applies to all land within a Heritage Overlay.

22.02-1 Policy Basis

30/09/2010 C86

The MSS highlights the importance of heritage to the identity and character of the municipality and one of its objectives is to protect and enhance the City's heritage places.

This policy provides guidance for the protection and enhancement of the City's identified places of cultural and natural heritage significance.

22.02-2 Definitions of Words used in this Policy

30/09/2010 C86

- Adaptation: modifying a place to suit the existing use or a proposed use.
- Architectural integrity: the quality of closely reflecting the architecture of the period in which a building was created.
- Conservation: the process of looking after a place so as to retain its cultural significance.
- Cultural significance: aesthetic, historic, scientific, social or spiritual value for past, present or future generations.
- Fabric: all the physical material of the place including components and fixtures, and can include building interiors.
- Heritage place: anything subject to the Heritage Overlay and can include a site, area, land, landscape, tree, building or other work, or group of buildings of heritage significance, and may include components or spaces. When used in the context of a building graded individually significant, the heritage place is initially the individually significant building and then the broader heritage area. When used in the context of a contributory building, the heritage place is the broader heritage area.
- Maintenance: the continuous protective care of the fabric and setting of a place. It is distinguished from repair which involves restoration and reconstruction.
- Preservation: maintaining the fabric of a place in its existing state and retarding deterioration.
- Reconstruction: returning a place to a known earlier state and is distinguished from restoration by the introduction of new material into the fabric.
- Restoration: returning the existing fabric of a place to a known earlier state and is distinguished from reconstruction by no introduction of new material into the fabric (note a permit is only required for works, repairs and routine maintenance which change the appearance of a heritage place or which are not undertaken to the same details, specifications and materials).

22.02-3 Levels of Significance

Proposed C245yara

Every building of cultural significance has been assessed and graded according to its heritage contribution. The levels of significance used are:

- Individually significant: The place is a heritage place in its own right. Within a Heritage Overlay applying to an area each individually significant place is also Contributory.
- Contributory: The place is a contributory element within a larger heritage place. A contributory element could include a building, building groups and works, as well as building or landscape parts such as chimneys, verandahs, wall openings, rooflines and paving.
- Not contributory: The place is not individually significant and not contributory within the heritage place.

The level of significance of every building is identified in the incorporated document, *City of Yarra Database of Heritage Significant Areas*, July 2019. Details of methodology used to determine levels of significance can be found in *City of Yarra Review of Heritage Overlay Areas 2007 (Graeme Butler and Associates), City of Yarra Heritage Gaps Review Two 2013, City of Yarra Hertiage Gaps Study July, 2014 – Smith Street South (Anthemion)*, and *Heritage Gap Study: Review of Central Richmond, Stage 2 Final Report, November 2014.*

22.02-4 **Objectives**

30/09/2010 C85

To conserve Yarra's natural and cultural heritage.

To conserve the historic fabric and maintain the integrity of places of cultural heritage significance.

To retain significant view lines to, and vistas of, heritage places.

To preserve the scale and pattern of streetscapes in heritage places.

To encourage the preservation, maintenance, restoration and where appropriate, reconstruction of heritage places.

To ensure the adaptation of heritage places is consistent with the principles of good conservation practice.

To ensure that additions and new works to a heritage place respect the significance of the place.

To encourage the retention of 'individually significant' and 'contributory' heritage places.

To protect archaeological sites of cultural heritage significance.

22.02-5 **Policy**

Proposed C245yara

It is policy to:

22.02-5.1 **Demolition**

Full Demolition or Removal of a Building

Generally encourage the retention of a building in a heritage place, unless

- The building is identified as being not contributory.
- The building is identified as a contributory building, and
  - 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 Database of Heritage Significant Areas, July 2019* and
  - the building does not form part of a group of similar buildings.

Note: The poor condition of a heritage place should not, in itself, be a reason for permitting demolition.

Encourage the retention of original street furniture and bluestone road or laneway materials and details (where relevant).

An application for demolition is to be accompanied by an application for new development.

Removal of Part of a Heritage Place or Contributory Elements

Encourage the removal of inappropriate alterations, additions and works that detract from the cultural significance of the place.

Generally discourage the demolition of part of an individually significant or contributory building or removal of contributory elements unless:

- That part of the heritage place has been changed beyond recognition of its original or subsequent contributory character(s).

- For a contributory building:
  - that part is not visible from the street frontage (other than a laneway), abutting park or public open space, and the main building form including roof form is maintained; or
  - the removal of the part would not adversely affect the contribution of the building to the heritage place.
- 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.

22.02-5.2 Original Location

Encourage the retention of a heritage place or a contributory element to a heritage place in its original location unless:

- The location is not an important component of the cultural significance of the heritage place.
- It can be shown that the relocation is the only reasonable means of ensuring the survival of the heritage place.

22.02-5.3 Reconstruction and Restoration

Encourage restoration of a heritage place or contributory element if evidence exists to support its accuracy.

Encourage the reconstruction of a building or works which previously existed in a heritage place if:

- The reconstruction will enhance the heritage significance of the heritage place
- Evidence exists to support the accuracy of the reconstruction.

Encourage the reconstruction of original or contributory elements where they have been removed. These elements include, but are not limited to, chimneys, fences, verandahs, roofs and roof elements, wall openings and fitting (including windows and doors), shopfronts and other architectural details and features.

22.02-5.4 Painting and Surface Treatments

Encourage the removal of paint from originally unpainted masonry surfaces.

Encourage the retention of historic painted signs.

Discourage the sand blasting of render, masonry or timber surfaces; and the painting of unpainted surfaces.

Encourage paint colours to be consistent with the period of the heritage place.

22.02-5.5 Culturally Significant Trees

Encourage the retention of culturally significant trees in a heritage place unless:

- The trees are to be removed as part of a maintenance program to manage loss of trees due to deterioration caused by old age or disease.
- The trees are causing structural damage to an existing structure and remedial measures (such as root barriers and pruning) cannot be implemented.

Ensure additions and new works respect culturally significant trees (and where possible, significant garden layouts) by siting proposed new development at a distance that ensures the ongoing health of the tree.

22.02-5.6 Subdivision

Support the subdivision of sites which do not detract from the heritage value of the place or contributory element.

Where appropriate, use a building envelope plan to protect the heritage values of the place. The building envelope plans should:

- Reflect the original rhythm of the streetscape.
- Allow sufficient space surrounding the heritage place or contributory element to a heritage place to retain its significance or contribution.

22.02-5.7 New Development, Alterations or Additions

22.02-5.7.1 General

Encourage the design of new development and alterations and additions to a heritage place or a contributory element to a heritage place to:

- Respect the pattern, rhythm, orientation to the street, spatial characteristics, fenestration, roof form, materials and heritage character of the surrounding historic streetscape.
- Be articulated and massed to correspond with the prevailing building form of the heritage place or contributory elements to the heritage place.
- Be visually recessive and not dominate the heritage place.
- Be distinguishable from the original historic fabric.
- Not remove, cover, damage or change original historic fabric.
- Not obscure views of principle façades.
- Consider the architectural integrity and context of the heritage place or contributory element.

Encourage setbacks from the principal street frontage to be similar to those of adjoining contributory buildings; where there are differing adjoining setbacks, the greater setback will apply.

Encourage similar façade heights to the adjoining contributory elements in the street. Where there are differing façade heights, the design should adopt the lesser height.

Minimise the visibility of new additions by:

- Locating ground level additions and any higher elements towards the rear of the site.
- Encouraging ground level additions to contributory buildings to be sited within the 'envelope' created by projected sight lines (see Figure 1)
- Encouraging upper level additions to heritage places to be sited within the 'envelope' created by projected sight lines (for Contributory buildings refer to Figure 2 and for Individually significant buildings refer to Figure 3).
- Encouraging additions to individually significant places to, as far as possible, be concealed by existing heritage fabric when viewed from the front street and to read as secondary elements when viewed from any other adjoining street.

Discourage elements which detract from the heritage fabric or are not contemporary with the era of the building such as unroofed or open upper level decks or balconies, reflective glass, glass balustrades and pedestrian entrance canopies.

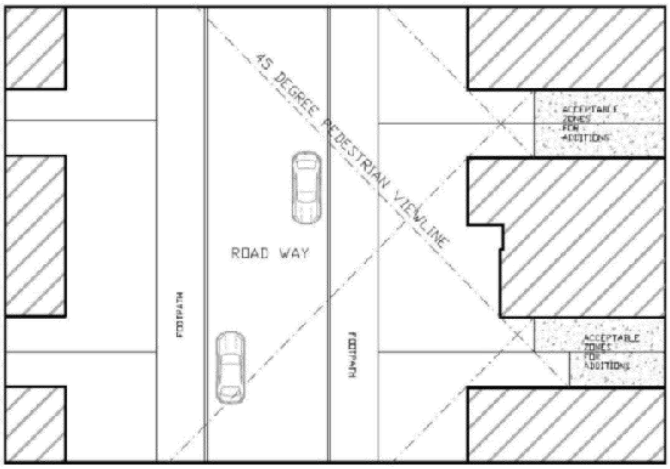


Figure 1 acceptable areas for ground level additions are sited within the area created by drawing a 45 degree view line from the opposite footpath through the front corner of the subject building and the corners of adjacent buildings.

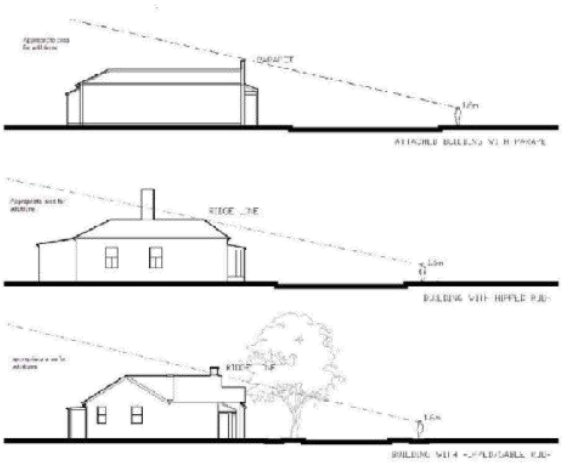


Figure 2 – appropriate areas for upper level additions to contributory buildings are sited within the 'envelope' created by projecting a sight line from 1.6 metres above ground level (eye level of average adult person) from the footpath on the opposite side of the street through the top of the front parapet or the ridge line of the principal roof form.

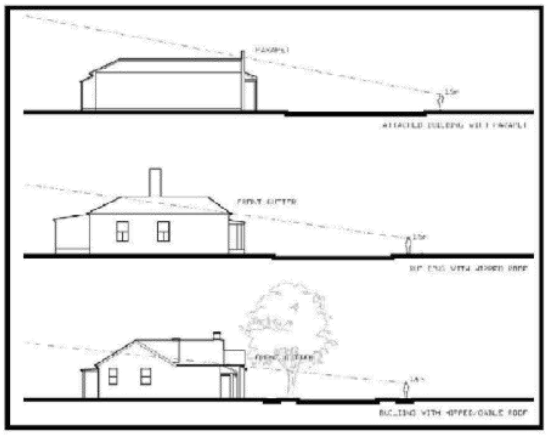


Figure 3 – appropriate areas for upper level additions to individually significant buildings are sited within the 'envelope' created by projecting a sight line from 1.6 metres above ground level (eye level of average adult person) from the footpath on the opposite side of the street through the top of the front parapet or the gutter line of the principal roof form.

22.02-5.7.2 Specific Requirements (where there is a conflict or inconsistency between the general and specific requirements, the specific requirements prevail)

Corner Sites and Sites with Dual Frontages

Encourage new building and additions on a site with frontages to two streets, being either a corner site or a site with dual street frontages, to respect the built form and character of the heritage place and adjoining or adjacent contributory elements to the heritage place.

Encourage new buildings on corner sites to reflect the setbacks of buildings that occupy other corners of the intersection.

Residential Upper Storey Additions

Encourage new upper storey additions to residential heritage places or contributory elements to heritage places to:

- Preserve the existing roof line, chimney(s) and contributory architectural features that are essential components of the architectural character of the heritage place or contributory elements to the heritage place.
- Respect the scale and form of the heritage place or contributory elements in the heritage place by stepping down in height and setting back from the lower built forms.

Sightlines should be provided to indicate the 'envelope' from the street of proposed upper storey additions (refer to the sightline diagrams in 22.02-5.7.1).

Industrial, Commercial and Retail Heritage Place or Contributory Elements

Encourage new upper level additions and works to:

- Respect the scale and form of the existing heritage place or contributory elements to the heritage place by being set back from the lower built form elements. Each higher element should be set further back from lower heritage built forms.
- Incorporate treatments which make them less apparent.

Carports, Car Spaces, Garages, and Outbuildings

Encourage carports, car spaces, garages and outbuildings to be set back behind the front building line (excluding verandahs, porches, bay windows or similar projecting features) of the heritage place or contributory element or to be reasonably obscured. New works should be sited within the 'envelope' shown in Figure 1 of 22.02-5.7.1.

Discourage:

- new vehicle crossovers in streets with few or no crossovers
- high fencing, doors and boundary treatments associated with car parking that are unrelated to the historic character of the area
- new vehicle crossovers in excess of 3 metres wide in residential streets.

Front Fences and Gates

Encourage front fences and gates to be designed to

- allow views to heritage places or contributory elements from surrounding streets
- be a maximum of 1.2 metres high if solid or 1.5 metres high if more than 50% transparent (excluding fence posts)
- be consistent with the architectural period of the heritage place or contributory element to the heritage place.

Ancillaries and Services

Encourage ancillaries or services such as satellite dishes, shade canopies and sails, access ladders, air conditioning plants, wall and roof top mounted lighting, roof top gardens and their associated planting, water meters, and as far as practical aerials, to contributory or significant buildings, to be concealed when viewed from street frontage.

Where there is no reasonable alternative location, ancillaries and services which will reduce green house gas emissions or reduce water consumption, such as solar panels or water storage tanks, or provide universal access (such as wheel chair ramps), may be visible but should be sensitively designed.

Encourage ancillaries or services in new development to be concealed or incorporated into the design of the building.

Encourage ancillaries or services to be installed in a manner whereby they can be removed without damaging heritage fabric.

22.02-6 Archaeological Sites

30/09/2010
C85

Encourage applicants to consult with Heritage Victoria where any proposed buildings or works may affect archaeological relics to facilitate compliance with Part 6 of the *Heritage Act 1995* (Protection of Archaeological Places).

22.02-7 Decision Guidelines

30/09/2010
C85

Before deciding on an application the responsible authority will consider:

- Whether there should be an archival recording of the original building or fabric on the site.
- The heritage significance of the place or element as cited in the relevant Statement of Significance or Building Citation.

22.02-8 References

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Proposed C245yara

Heritage Citation: 18-22 Derby Street, Collingwood, Anthemion Consultancies (2018)

Heritage Citation: 33-45 Derby Street, Collingwood, GJM Heritage (2018)

Heritage Citation: Queens Parade, Fitzroy North Street Trees, John Patrick Landscape Architects Pty. Ltd. (2018)

Collingwood Mixed Use Pocket, Heritage Assessment & Recommendations, GJM Heritage (2018)

~~Victoria Street and Bridge Road Built Form Review: Heritage Assessment, GJM Heritage (2018)~~

~~Thematic Study of Theatres in the City of Yarra, Context Pty Ltd (2017)~~

Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Reference Document (May 2020)

Heritage Citation: 112-124 Trenerry Crescent, Abbotsfod. GJM Heritage, July 2016.

Heritage Citation: 20-60 Trenerry Crescent, Abbotsfod. GJM Heritage, July 2016.

Heritage Gap Study: Review of Johnston Street East, Context Pty Ltd 2016.

Heritage Gap Study: Review of 17 Precincts Stage 2 Report, Context Pty Ltd 2014, revised 2016.

Heritage Review of Predefined Areas In Abbotsford & Collingwood Stage 2 Report, Context Pty Ltd 2015.

Heritage Gap Study: Review of Central Richmond, Stage 2 Final Report, Context Pty Ltd 2014.

City of Yarra Heritage Gaps Study – Smith Street South, Anthemion Consultancies 2014.

City of Yarra Heritage Gaps – 233-251 Victoria Street Abbotsford Anthemion Consultancies, 2012.

City of Yarra Heritage Gaps Stage Two, Graeme Butler and Associates 2009.

City of Yarra Heritage Gaps Stage One, Graeme Butler and Associates 2008.

City of Yarra Heritage Gaps Review One 2013 [Appendix A and B includes Statements of Significance] Incorporated Plan under the provisions of clause 43.01 Heritage Overlay - methodology report, Lovell Chen 2014.

City of Yarra Heritage Gaps Review Two 2013.

City of Yarra Heritage Gaps Study – 233-251 Victoria Street, Abbotsford, Anthemion Consultancies 2012.

City of Yarra Review of Heritage Overlay Areas [Appendix 7 includes Statements of Significance], Graeme Butler and Associates 2007 updated 2013.

Yarra Heritage Database 2007 including photos, Allom Lovell and Associates 1998.

City of Yarra Heritage Review, Volumes 1-4, Allom Lovell and Associates 1998.

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Fitzroy Urban Conservation Study Review, Allom Lovell and Associates 1992.

Collingwood Conservation Study, Andrew Ward and Associates 1989.

Richmond Conservation Study, J and T O'Connor and Coleman and Wright Architects 1985.

Carlton, North Carlton and Princes Hill Conservation Study, Nigel Lewis and Associates 1984.

City of Northcote Urban Conservation Study, Graeme Butler Architect 1982.

South Fitzroy Conservation Study, Jacob Lewis Vines Architects 1979.

North Fitzroy Conservation Study, Jacob Lewis Vines Architects 1978.

D3 Panel preferred version of schedule to Clause 43.01

The Panel has shown tracked changes to the relevant parts of the exhibited version of the schedule to Clause 43.01.

Attachment 2 - Attachment 2 - Yarra C245 Panel Report

14/03/2019 C261yara

SCHEDULE TO CLAUSE 43.01 HERITAGE OVERLAY

1.0 22/11/2018 C206

Application requirements

None specified.

2.0 --/--/---- Proposed C245yara

Heritage places

The requirements of this overlay apply to both the heritage place and its associated land.

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO109	~~64-76~~ 55 LANGRIDGE STREET COLLINGWOOD Former William Peatt Boot Factory **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO286	365-377 SWAN STREET RICHMOND Former Burnley Theatre **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	~~Yes~~ No	No	No	No	No	No

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
~~HO459~~	~~200-202 JOHNSTON STREET, COLLINGWOOD~~ Austral Theatre (former) ~~**Incorporated plan**~~ ~~Incorporated Plan under the provisions of clause 43.01~~ ~~Heritage Overlay, Planning permit exemptions, July 2014~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~	~~No~~
~~HO504~~	~~311-317 BRIDGE ROAD, RICHMOND~~ ~~Richmond Theatre, Former~~ ~~**Incorporated plan**~~ ~~Incorporated Plan under the provisions of clause 43.01~~ ~~Heritage Overlay, Planning permit exemptions, July 2014~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~No~~	~~No~~
HO525	637-639 BRIDGE ROAD, RICHMOND Shop & Residence **Incorporated plan** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014 **Statement of Significance:** Shop and Residences 637-639 Bridge Road, Richmond Statement of Significance, included in Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Incorporated Document (May 2020)	No	No	No	No	No	No	No

Attachment 2 - Attachment 2 - Yarra C245 Panel Report

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO526	202-206 CHURCH STREET, RICHMOND Halls Building **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014 **Statement of Significance:** Halls Buildings 202-206 Church Street, Richmond Statement of Significance, included in Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Incorporated Document (May 2020)	No	No	No	No	No	No	No
HO527	32 & 34 THOMAS STREET, RICHMOND Terraces **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014 **Statement of Significance:** Pair of Terrace Houses 32 and 34 Thomas Street, Richmond Statement of Significance, included in Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Incorporated Document (May 2020)	No	No	No	No	No	No	No

Attachment 2 - Attachment 2 - Yarra C245 Panel Report

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO526	635 BRIDGE ROAD, RICHMOND Bolands Shop & Residence **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014 **Statement of Significance:** James Boland's Shop and Residence 635 Bridge Road, Richmond Statement of Significance, included in Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Incorporated Document (May 2020)	No	No	No	No	No	No	No
HO529	529-533 BRIDGE ROAD, RICHMOND Royal Oak Hotel **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014 **Statement of Significance:** Royal Oak Hotel 529-533 Bridge Road, Richmond Statement of Significance, included in Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Incorporated Document (May 2020)	No	No	No	No	No	No	No

Attachment 2 - Attachment 2 - Yarra C245 Panel Report

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO330	597-599 BRIDGE ROAD, RICHMOND Whipps Terrace **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014 **Statement of Significance:** Whipps Terrace 597-599 Bridge Road, Richmond Statement of Significance, included in Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Incorporated Document (May 2020)	No	No	No	No	No	No	No
HO331	534-534A BRIDGE ROAD, RICHMOND Flour Mill & Grain Store Complex (former) **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014 **Statement of Significance:** Flour Mill and Grain Store Complex (former) 518-524, 534 and 534A Bridge Road, Richmond Statement of Significance, included in Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Incorporated Document (May 2020)	No	No	No	No	No	No	No

Attachment 2 - Attachment 2 - Yarra C245 Panel Report

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which arenot exempt under Clause 43.01-4	Incluced on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO532	325-333 BRIDGE ROAD, RICHMOND Richmond Town Hall **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014 **Statement of Significance:** Richmond Town Hall 325-333 Bridge Road, Richmond Statement of Significance, included in Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance, Incorporated Document (May 2020)	No	Yes - Ticket Office within Foyer and Main Hall	No	No	No	No	No

D4 Panel preferred version of schedule to Clause 72.04

The Panel has shown tracked changes to the exhibited version of the schedule to Clause 72.04

18/04/2019
C225

SCHEDULE TO CLAUSE 72.04 DOCUMENTS INCORPORATED IN THIS PLANNING SCHEME

1.0
--/--/----
Proposed C245yara

Incorporated documents

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
Amcor Alphington Paper Mill Site Preparation – Incorporated Document, September 2012	C161
Atherton Gardens – Fitzroy, September 2010	C136
Caulfield Dandenong Rail Upgrade Project, Incorporated Document, April 2018	GC37
Chandler Highway Upgrade Incorporated Document, March 2016 (Amended December 2017)	GC80
City of Yarra Database of Heritage Significant Areas, July 2019	C245yara
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
M1 Redevelopment Project, October 2006	C86
Melbourne City Link Project – Advertising Sign Locations, November 2003	VC20
Melbourne Metro Rail Project: Upgrades to the Rail Network Incorporated Document, May 2018	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

Name of document	Introduced by:
Victorian Institute of Forensic Psychiatry Concept Plan (January 1997)	NPS1
Yarra Gardens Precinct Plan, December 2009	C128
Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Incorporated Document (May 2020)	C245yara

D5 Panel preferred version of Reference document

The Panel has shown tracked changes to the version of Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Reference Document (May 2020) submitted by Council in its closing submission (Document 62, Attachment 5).

Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Reference Document (May 2020)

The statements of significance are derived from the following reports:

- *Richmond Conservation Study: undertaken for the City of Richmond, O'Connor*, John & Coleman, Roslyn et al. (1985)
- *City of Yarra Heritage Review*, Allom Lovell & Associates (1998)
- *City of Yarra Heritage Gaps Study*, Anthemion Consultancies (2012)
- *City of Yarra Heritage Gaps Study (Heritage Gaps Amendment two)*, Lovell Chen (2012)
- *Heritage Gap Study, Review of Central Richmond*, Context Pty Ltd (2014)
- *City of Yarra Review of Heritage Overlay Areas*, Graeme Butler & Associates (2007, 2013)
- ~~*Thematic Study of Theatres in the City of Yarra*, Context Pty. Ltd (2017)~~
- *Victoria Street and Bridge Road Built Form Review Heritage Assessments*, GJM Heritage (2018)

Attachment 2 - Attachment 2 - Yarra C245 Panel Report

Ordered by Heritage Overlay number

PRECINCTS

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HO310	Bridge Road Precinct, Richmond	4
HO408	Victoria Street Precinct, Richmond	6
HO444	Victoria Street West Precinct, Richmond	8

INDIVIDUALLY SIGNIFICANT PLACES

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HO54	Former National Bank of Australasia	261 Victoria Street, Abbotsford	12
HO55	Shops	275-277 Victoria Street, Abbotsford	13
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HO59	Former East Collingwood Hotel	385 Victoria Street, Abbotsford	17
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HO230	Richmond Police Station	319-323 Bridge Road, Richmond	24
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HO353 VHR 2083	Skipping Girl Neon Sign	651-653 Victoria Street, Abbotsford	30
HO416	Quint Café/Former Duke of Albany Hotel	323-325 Victoria Street, Abbotsford	31

INDIVIDUALLY SIGNIFICANT PLACES WITHIN PRECINCTS

HO number	Name/description	Address	Page
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HO310	Grynberg Drapers Shop and Office	99-101 Bridge Road, Richmond	33
HO310	Shops & residences	108-112 Bridge Road, Richmond	34
HO310	Wustermann's Buildings, Shop & residence	138-144 Bridge Road, Richmond	35
HO310	London Baby Carriage Manufacturers Pty. Ltd. Factory and show room	153-161 Bridge Road, Richmond	36
HO310	Former Melbourne Savings Bank	184 Bridge Road, Richmond	37
HO310	Shop & Residence	199-205 Bridge Road, Richmond	38
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PRECINCTS

Heritage Place	Bridge Road Precinct, Richmond	**PS ref no:**	HO310

Source: *Victoria Street and Bridge Road Built Form Review Heritage Assessments*, GJM Heritage (2018)

What is significant?

North side of Bridge Road, Richmond from Punt Road to east of Church Street (nos. 1- 433, with some specific exclusions) South side of Bridge Road, Richmond from Punt Road to east of Burnley Street (nos. 2-534) West side of Church Street, south of Bridge Road (nos. 252-256) Waltham Street (nos. 1A &2A).

History

Bridge Road was designated as a road reserve in Hoddle's Crown survey of 1837. It became a principal thoroughfare from Melbourne to the eastern suburbs when a bridge over the Yarra River was constructed at its eastern end in 1855. Retail and service trades first concentrated at the west end near Hoddle Street, and by the 1860s there was a proliferation of shops and businesses, including butchers, drapers, shoemaker, fruiterers, tailors, hairdressers, grocers, Egan's steam sawmill and several hotels. Amongst the early hotels were The Vine, 254 Bridge Road and Morans Spread Eagle, 372 Bridge Road.

From its inception, Bridge Road was intended to be the civic centre of the district with the town hall, courthouse and post office complex and police station constructed in 1869-71. In the 1870s Bridge Road, east of Church Street, was widened and named Campbell Parade and the civic centre soon became the site for other public buildings, including a market, skating rink, bowling green and baths.

During the prosperous 1870s and 1880s boom period many earlier buildings along Bridge Road were replaced with rows of one and two-storey commercial buildings with residences to the first floor or to the rear. Much of the present streetscape reflects this period, with notable buildings including Stanford Block, 314-328 Bridge Road; commercial premises at 289-307 Bridge Road; Bleasby Buildings, 398-404 Bridge Road and Allans Buildings, 384-392 Bridge Road. Development was encouraged by the opening of the first cable tram line in Melbourne in 1885, which ran along the length of Bridge Road from Bourke Street to the Hawthorn Bridge. This was replaced with an electrified tram service in 1916.

~~The Richmond Skating Rink opened in 1888, on a large site set back from Bridge Road. It was also known as the Victorian Crystal Palace before being converted to a picture theatre in 1917, and later the Richmond Cinema with a new frontage to Bridge Road and a vast capacity of 2406 seats.~~

Commercial development along Bridge Road virtually ceased for a decade during the 1890s depression and recommenced with the construction of substantial and distinctive buildings, such as Wustermann's Buildings, 138-144 Bridge Road (1901) and Theobald's Buildings, 294-296 Bridge Road (1909). This added an Edwardian presence to the existing Victorian character of the precinct. A small number of Interwar buildings added to the streetscape character, including the Royal Oak Hotel, 529-533 Bridge Road (1923), the former Commonwealth Savings Bank of Australia, 267 Bridge Road (1939) and the distinctively remodelled Richmond Town Hall (1934-36).

Since World War II, much of the nineteenth century streetscape of the eastern end of Bridge Road has been eroded, however the predominantly Victorian and Edwardian commercial character of the central and western portions has been largely retained, even with the growth of the Epworth Hospital Complex in the north-western portion of the precinct and larger apartment developments in the area immediately east of the Epworth Complex.

- Description

The main development period of the Bridge Road Precinct is from the 1870s/1880s to the 1920s and the streetscape dates largely from this period. A small number of buildings from both earlier and later periods make a contribution to the precinct. A number of individually significant Victorian, Edwardian and Interwar buildings are contained within the precinct. The dominant building form is attached Victorian and Edwardian shops and residences. They are predominantly two-storey with some one and three-storey shops interspersed. Elements that contribute to the significance of the place include (but are not limited to):

- A variety of simple and highly decorative façade parapets, with pitched roofs behind
- No front or side setbacks

- Face red brick (including polychrome) or rendered walls
- Rendered window frames, sills and hoods to upper storeys
- Rendered ornament and incised decoration to upper storeys
- Brickwork with corbelled capping courses
- Some original post-supported street verandahs
- Strong horizontal lines formed by parapets, cornices, string courses
- Repetitive upper floor fenestration patterns
- Consistent two-storey scale with some one and three-storey buildings
- Shop fronts with display windows, timber or tiled plinths, and entry recesses
- Some red brick storage or stable buildings at the rear or side lanes
- Splayed corners to buildings at intersections
- Corrugated iron and slate roof cladding
- Bluestone pitched road paving, crossings, stone kerbs and channels and asphalt paved footpaths
- Some intact rear wings and outbuildings.

How is it significant?

Bridge Road, Richmond is of historical, architectural and aesthetic significance to the City of Yarra.

Why is it significant?

The Bridge Road Precinct is a major 'High Street' in the City of Yarra and has functioned continuously as one of Richmond's two key commercial centres since the 1840s. It retains a substantial collection of intact commercial buildings, predominantly from the Victorian and Edwardian periods, including shops and associated residences, hotels and other commercial and civic buildings. Together these buildings demonstrate the development of this major 'High Street', particularly from the 1870s/80s and from c1900 to the 1920s when substantial growth in the street occurred. These buildings are illustrative of the enduring role the street has played in the economic and social life of Richmond since the establishment of the suburb [Criterion A].

The substantially intact streetscape of the Bridge Road Precinct clearly demonstrates the principal characteristics of a major turn of the century 'High Street' in the City of Yarra. Typical characteristics, including predominantly two-storey Victorian and Edwardian wall heights, parapeted rendered or red brick facades with repetitive upper floor fenestration, and ground floor shopfronts, are displayed in the original forms, fabric and detailing of many of the buildings. The Bridge Road Precinct contains groups of buildings that retain intact typical rear wings and outbuildings, these include, amongst others, commercial premises at 289-307 Bridge Road and Stanford Block (314-328 Bridge Road). The streetscape on the south side of Bridge Road between Punt Road and Burnley Street are particularly notable for their highly intact and consistent architectural form and expression [Criterion D].

The Bridge Road Precinct contains a number of individually significant buildings which are well-considered and carefully detailed examples of commercial and civic buildings. These include, among others, the former Melbourne Savings Bank (182-184 Bridge Road); Wustermann's Building (138-144 Bridge Road); commercial premises at 289-307 Bridge Road; Theobalds Building (294-296 Bridge Road); Stanford Block (314-328 Bridge Road); Allans Buildings (384-392 Bridge Road) and Bleasby Buildings (398-404 Bridge Road), as well as hotels such as The Vine (254 Bridge Road) and Morans Spread Eagle (372 Bridge Road). ~~The1888 skating rink, later adapted to the Richmond Cinema, also survives (311-317 Bridge Road). This was a focus of various forms of entertainment in the precinct for many decades.~~ The clock tower of the Richmond Town Hall is of particular prominence and is a local landmark. Richly detailed facades throughout the precinct, including parapet ornamentation, balustrading and pediments, incised and applied decoration and polychromatic brickwork, make an aesthetic contribution to the overall character of the precinct [Criterion E].

Heritage Place	Victoria Street Precinct, Richmond	**PS ref no:**	HO408

Source: *City of Yarra Heritage Review*, Allom Lovell & Associates (1998)

Updated: *Victoria Street and Bridge Road Built Form Review Heritage Assessments*, GJM Heritage (2018)

What is significant?

The Victoria Street Precinct is located on the south side of Victoria Street, Richmond. The precinct is linear in nature, following the alignment of Victoria Street between Shelley Street to the west and several properties short of Lennox Street to the east; Little Butler Street is to the rear. The precinct comprises historic commercial/retail buildings, the majority of which are two-storey rendered masonry and brick buildings, with several single-storey buildings at the west end. The buildings date from the second half of the nineteenth century through to the 1910s. Buildings in the precinct are predominantly of 'contributory' heritage value; with one 'individually significant' property (pair of two storey Victorian shop/residences at 92-94 Victoria Street); and two 'not-contributory' properties. The graded properties of the precinct share many characteristics, including rendered masonry and brick buildings, many overpainted, of (mainly) two-storey scale; no setbacks to the street; typically concealed or partly concealed roof forms, with some visible chimneys; generally intact upper (first floor) facades with parapets which are variously plain or curved, with some triangular or square pediments; some elaborate detailing to parapets; and original first floor windows associated with the former residences above the ground floor shops. The shopfronts are typically altered, with many of quite recent origin; awnings over the street (cantilevered or suspended with tie rods) are also commonly not original. Signage varies in impact and prominence: signs are attached to the fascias of awings; to parapets, first floor facades and the roofs of verandahs and awnings; and in painted form to shop windows. Many of the properties also have rear service yards, with annexes, skillions and outbuildings being common, accessed via Little Butler Street.

- Elements that contribute to the significance of the place include (but are not limited to):
- Predominantly two-storey façade parapets, with pitched roofs behind
- No front or side setbacks
- Rendered and face brick walls
- Rendered window frames, sills and hoods to upper stories
- Rendered detailing and ornament to upper stories, including parapets, pediments, cornices and pilaster strips
- Horizontal lines formed by parapets, cornices and string courses
- Repetitive upper floor fenestration patterns.

How is it significant?

The Victoria Street Precinct is of local historical and aesthetic/architectural significance.

Why is it significant?

The Victoria Street Precinct is of local historical significance. The street forms the boundary between Richmond and Abbotsford, and was originally known as Simpson's Road. It began to develop a commercial and retail character in the mid-nineteenth century, a pattern which was consolidated by the 1880s when there was a significant increase in the number of businesses. By the end of the century, many of the existing buildings had been constructed. Victoria Street has subsequently continued as a local retail and service precinct for Richmond and Abbotsford, albeit with the mix of businesses, and the commercial character of the precinct changing in the period since the Second World War. This was in response to waves of migrant groups moving to the area, including people from South East Asia who from the 1970s to the present have operated numerous restaurants, green grocers and grocery shops. The colourful retail character of the street, and the rich collection of restaurants, draws customers from all over Melbourne. The Victoria Street Precinct is also of local aesthetic/architectural significance. It has a comparatively high level of intactness to the collection of nineteenth and early twentieth century buildings, concentrated in the first floor facades. The predominantly two-storey

scale, combined with the generally consistent and repetitive pattern of parapeted first floor facades, generates a high level of cohesion and homogeneity. The mix of single and paired buildings also adds to the character of the precinct. In addition, the precinct demonstrates some of the principal characteristics of late nineteenth and early twentieth century commercial/retail streets. These include many two-storey historic masonry buildings, which combine retail and residential components; zero setbacks to the street; shopfronts at ground floor level (albeit mostly altered to their original form); awnings; and a preponderance of intact first floor facades, with solid walls, punched rectangular windows, and often prominent parapets. The latter are variously plain or curved, with some triangular or square pediments, and elaborate detailing.

Heritage Place	Victoria Street West Precinct, Abbotsford	**PS ref no:**	HO444

Source: *City of Yarra Heritage Gaps Study*, Anthemion Consultancies (2012)

Updated: *Victoria Street and Bridge Road Built Form Review Heritage Assessments,* GJM Heritage (2018)

What is significant?

Nos. 233, 235, 237, 239, 241, 243, 245, 247, 249 and 251 Victoria Street, Abbotsford, plus the former bank on the corner of Hoddle Street, were all constructed before 1885. The shops form a cohesive group variously with distinctive features which identify them in sub-groups. Elements that contribute to the significance of the place include (but are not limited to):

- Two-storey façade parapets, with pitched roofs behind
- No front or side setbacks
- Rendered and face brick walls (nos. 249-251 unpainted bichromatic brickwork)
- Rendered or face brick window frames, sills and hoods to upper stories
- Rendered or brick detailing to upper stories, including parapets, pediments, cornices and stringcourses
- Horizontal lines formed by parapets, cornices and string courses
- Repetitive upper floor fenestration patterns
- Corner building with principal facades to both streets.

Nos. 245, 247, 249 and 251 Victoria Street

Nos. 245, 247, 249 and 251 Victoria Street, Abbotsford are constructed from bi-chromatic brickwork and date from 1875/76. They are double-storey, constructed of red face brick and with cream brick detailing around the windows and cream brick string courses at window head (sash) height and at sill height on the upper level façades and east elevation of No. 251. Their appearance is highly unusual and possibly unique in the City of Yarra. The detailing of the gabled parapets and window surrounds is oddly heavy and is either an unusual design or contains exposed brickwork which may have been set and corbelled to take render which appears to have never been applied. At the ground floor level, the structural brickwork which has been rendered remains between the shopfronts. On No. 251 the bluestone plinth remains visible even though overpainted. This shop also retains the visible cornice above the ground floor level. Evidence of some original lower parapet mouldings also remains on the other shops above the non-original canopies. All of the shopfronts have stallboards which are original in style if not in fabric and it is assumed that the doors are at least in their original plane, if not original position. The rear of the shops appears to be highly intact despite some additional fabric having been added. From this aspect the rear chimneys, with elaborate bichromatic corbelled caps, are a dominant and unusual feature. The brickwork remains exposed face brick and windows are variously intact.

Nos. 239 – 243 Victoria Street

These shops, constructed 1885-86, form a more conventional group of three Italianate or Classical style double-storey shops with stuccoed upper levels and plain gabled pediments above a deep continuous moulded cornice, terminated by a corbel. Each façade has a pair of window openings, originally containing six-paned, timber-framed, double-hung sash windows set within simple moulded rendered architraves, and rendered sills supported by a simple corbel at the base of each architrave. The original sashes appear to remain at No. 239. Between the upper and ground floor levels is another moulded cornice with each shop being separated by a moulded corbel decorated with a boss and some have moulded consoles below. At the ground floor level, the structural brickwork which is rendered, remains between the shopfronts and all of the shopfronts have stallboards which are original in style if not in fabric. It appears that the doors are at least in their original plane, if not original position. The rear of the shops appears to be highly intact despite some additional fabric having been added. The brickwork remains exposed face brick and windows are variously intact as are face brick chimneys

with moulded rendered caps. The roofs are gabled and have timber-framing and are clad in corrugated steel. The attributed association with notable and prolific architect George Wharton is also of significance. His oeuvre to date is not represented by any identified shops.

No. 237 Victoria Street

This shop has a wider frontage than the others in the group and is of a conventional Italianate or Classical design for its era (1882). The upper level has a flat parapet which may have originally incorporated further embellishment, a moulded cornice terminated at each end by a moulded corbel with a console beneath. The equally-spaced window openings along the upper façade have no moulded detailing and simply have slightly arched heads and no sills. Each opening contains a timber-framed, double-hung sash window which appears to be original. At the ground floor level, the structural brickwork which is rendered remains between the shopfronts. The lower cornice is deep and moulded and is terminated at either end by a moulded corbel with a console below. The shopfront has a stallboard which is original in style if not in fabric and it appears that the door is at least in its original plane, if not original position. The rear of the shop appears to be highly intact. The brickwork remains exposed face brick and windows are variously intact. The roof appears to be a skillion with timberframing and is clad in corrugated steel.

Nos. 233 and 235 Victoria Street

This pair of shops, constructed 1885, forms a more conventional group of two Italianate or Classical style double-storey shops with stuccoed upper levels and plain gabled pediments above a deep continuous moulded cornice, terminated by a corbel, embellished with a boss. Each façade has a pair of window openings, containing what appears to be an original timberframed, double hung sash window set within simple moulded rendered architraves, and rendered sills supported by a simple corbel at the base of each architrave. Between the upper and ground floor levels is another moulded cornice which extends over both façades and which is terminated at either end by a moulded corbel decorated with a boss (patera) and with a moulded console below. At the ground floor level, the structural brickwork which is rendered remains between the shopfronts and the render is exposed. Both shopfronts have stallboards which are original in style if not in fabric and it appears that the doors are at least in their original plane, if not original position. The rear of the shops appears to be highly intact despite some additional fabric having been added. The brickwork of No. 233 remains exposed face brick and a window is intact. The roofs are hipped and have timber-framing and are clad in corrugated steel. The highly probable association with notable and prolific architect George Wharton is also of significance. His oeuvre to date is not represented by any identified shops.

How is it significant?

The buildings at Nos. 233, 235, 237, 239, 241, 243, 245, 247, 249 and 251 Victoria Street, Abbotsford are of local historical and aesthetic/architectural significance.

Why is it significant?

The buildings at Nos. 233, 235, 237, 239, 241, 243, 245, 247, 249 and 251 Victoria Street, Abbotsford are of local historical and aesthetic significance. The northern stretch of Victoria Street between Hoddle and Ferguson Streets is recorded in the first Collingwood Rate Book of 1864, as containing three brick houses. The first shops may have appeared in 1872 but certainly by 1875, during a period of suburban growth, three properties each containing a brick house and shop are listed in addition to a brick cottage. By 1885 the remainder of the block had been fully developed with shops and a bank. As such the buildings as a group document the development of this part of Victoria Street which is a continuum of the commercial development which occurred on both sides further to the east. It typifies a local or neighbourhood retail strip, essentially providing goods and services for local residents, in contradistinction to the destination high streets, such as Smith and Brunswick Streets. It was at this period that the nature of the premises and services offered changed forever from being small manufacturing to retailing. From this time the shops increasingly came to serve the local community and, now most recently, people from South-East Asia and those who appreciate this culture. The shops are highly intact to their structures and are variously distinctive, even unique, aesthetically. Six of them typify the types of shops constructed in the Italianate or Classical style which were the predominant nineteenth century style in commercial areas. They are either the first buildings constructed on these originally vacant sites or are the first shops which replaced earlier dwellings and a workshop(s). In a restrained manner, the façades contain characteristic materials, detailing and decorative mouldings and elements of Boom style architecture. Nos. 245, 247, 249 and 251 Victoria Street, constructed from bi-chromatic brickwork, form a distinctive group which has a highly unusual appearance and which is possibly unique in the City of Yarra. The detailing of the gabled parapets and window surrounds is oddly heavy and is either an unusual design or may be exposed brickwork which was originally set and corbelled to take render which appears to have never been applied.

The examples of the work of notable and prolific architect George Wharton's shed further light on his practice and oeuvre which is known today mostly through other and perhaps more grand building types and designs which do not accurately represent the wider range of buildings emanating from his, and similar nineteenth century architects' practices. The range of their work is often beyond what has survived or been positively identified.

INDIVIDUALLY SIGNIFICANT PLACES

Heritage Place	Former Savings Bank 231 Victoria Street, Abbotsford	**PS ref no:**	HO53

Source: *City of Yarra Heritage Review*, Allom Lovell & Associates (1998)

Updated: *Victoria Street and Bridge Road Built Form Review Heritage Assessments*, GJM Heritage (2018)

What is significant?

The former State Savings Bank at 231 Victoria Street, Abbotsford is of local architectural significance and historical interest. The building is a good example of the Italianate palazzo style, typical of bank premises in the late 19th century. The building is a notable element in the streetscape, occupying a prominent corner site at the intersection of Hoddle and Victoria Streets. The building's association with architect George Wharton, who designed other buildings for the Melbourne Savings Bank, is of interest.

Elements that contribute to the significance of the place include (but are not limited to):

- Façade parapet with pitched roof behind
- No setbacks
- Rendered walls
- Rendered façade detailing including window frames, hoods, pilasters, engaged columns and rusticated banding
- Strong horizontal lines formed by parapet line, cornices, string courses and rusticated banding
- Repetitive fenestration patterns at ground and first floor
- Corner building with two symmetrical, articulated, principal facades
- Emphasis on corner and façade extremities with concentration of decorative elements.

Heritage Place	Former National Bank 261 Victoria Street, Abbotsford	**PS ref no:**	HO54

Source: *City of Yarra Heritage Review*, Allom Lovell & Associates (1998)

Updated: *Victoria Street and Bridge Road Built Form Review Heritage Assessments*, GJM Heritage (2018)

What is significant?

The former National Bank of Australasia at 261 Victoria Street, Abbotsford, is of local architectural significance and local historical interest. The building is a good example of the restrained use of the Italianate palazzo style, typical of bank premises in the late 19th century. The building's association with Albert Purchas, architect of the Melbourne General Cemetery (from 1852), and of the Richmond South branch of the bank, is of interest.

Elements that contribute to the significance of the place include (but are not limited to):

- Facade parapet with pitched roof behind
- No side setback and minimal front setback
- Rendered walls
- Rendered façade detailing including window frames, sills and pedimented hoods, balustrading, columns and piers, name plates, vermiculated quoining and rusticated banding
- Strong horizontal lines formed by parapet line, cornices, string courses and rusticated banding
- Repetitive fenestration patterns to both facades at ground and first floor
- Corner building with symmetrical, articulated, front façade and secondary façade to side street
- Emphasis on central bay of front facade with concentration of decorative elements and raised pediment at parapet
- Cast iron picket fence to front facade.

Heritage Place	Shops 275-277 Victoria Street, Abbotsford	**PS ref no:**	HO55

Source: *City of Yarra Heritage Review*, Allom Lovell & Associates (1998)

Updated: *Victoria Street and Bridge Road Built Form Review Heritage Assessments*, GJM Heritage (2018)

What is significant?

The Lambeth Buildings at 275-277 Victoria Street, Abbotsford, is of local architectural significance. The building is a typical and relatively intact example of a 19th century double storey shop and residence, which makes an important contribution to the streetscape.

Elements that contribute to the significance of the place include (but are not limited to):

- Facade parapet with pitched roof behind
- No front or side setbacks
- Rendered walls
- Rendered façade detailing and ornament including window frames and sills, masks, finials and pediment with name plate
- Strong horizontal lines formed by parapet line, cornices and string courses
- Repetitive fenestration patterns to both facades at ground and first floor
- Corner building with principal facades to both streets
- Shopfront with display windows, plinth and entry recess (no 277)
- Smaller scale facades at rear (Park Street) with similar detailing to main building.

Heritage Place	Shops 295 Victoria Street, Abbotsford	**PS ref no:**	HO56

Source: *City of Yarra Heritage Review*, Allom Lovell & Associates (1998)

Updated: *Victoria Street and Bridge Road Built Form Review Heritage Assessments*, GJM Heritage (2018)

What is significant?

The shop and residence at 295 Victoria Street, Abbotsford, is of local architectural significance. The building is a typical and relatively intact example, other than the shopfront, of a doublestorey 19th century shop and residence, and contributes to the character of the streetscape.

Elements that contribute to the significance of the place include (but are not limited to):

- Simple façade parapet with pitched roof behind
- No front or side setbacks
- Rendered walls
- Strong horizontal lines formed by parapet line and cornices
- Repetitive fenestration patterns at first floor level
- Corner building with principal facades to both streets
- Splayed corner to building.

Heritage Place	Shops 297-301 Victoria Street, Abbotsford	**PS ref no:**	HO57

Source: *City of Yarra Heritage Review*, Allom Lovell & Associates (1998)

Updated: *Victoria Street and Bridge Road Built Form Review Heritage Assessments*, GJM Heritage (2018)

What is significant?

The shops at 297-301 Victoria Street, Abbotsford, are of local architectural significance. They are particularly ornate examples of the Italianate style with unusual first floor fenestration, diminished somewhat by the painting of most of the brickwork, and a rare intact shopfront at no. 297. The shops are important heritage elements in the streetscape.

Elements that contribute to the significance of the place include (but are not limited to):

- Façade parapet with pitched roof behind
- No front or side setbacks
- Face red brick walls, overpainted (except for 301 Victoria Street)
- Rendered façade detailing including window frames, sills and pilasters
- Horizontal lines formed by parapet line and cornices
- Strong vertical lines formed by pilaster strips on main facade
- Repetitive fenestration patterns at first floor level, including unusual tripartite windows at first floor level and semi-circular arch-headed windows at ground floor (retained at 299 only)
- Continuation of fenestration patterns to Charles Street with simplified detail
- Corner building with articulated front and part side façade
- Splayed corner to building.

Heritage Place	Shops 371-377 Victoria Street, Abbotsford	**PS ref no:**	HO58

Source: *City of Yarra Heritage Review*, Allom Lovell & Associates (1998)

Updated: *Victoria Street and Bridge Road Built Form Review Heritage Assessments*, GJM Heritage (2018)

What is significant?

The shops at 371-377 Victoria Street, Abbotsford, are of local architectural significance. Although the shopfronts have been altered, the first floor facades—an unusual composition of polychromatic brick and unpainted render elements—remain substantially intact, and are an important heritage element in the streetscape.

Elements that contribute to the significance of the place include (but are not limited to):

- Façade parapet with pitched roof behind
- No front or side setbacks
- Polychromatic brick walls
- Rendered façade detailing including window sills and hoods, cornices and plainly detailed parapet (unpainted)
- Strong horizontal lines formed by parapet and cornices
- Strong vertical pilaster lines clearly defining individual shops
- Repetitive upper floor fenestration patterns
- Principal front façade to Victoria Street and secondary façade to side street.

Heritage Place	Former Collingwood East Hotel 385 Victoria Street, Abbotsford	**PS ref no:**	HO59

Source: *City of Yarra Heritage Review*, Allom Lovell & Associates (1998)

Updated: *Victoria Street and Bridge Road Built Form Review Heritage Assessments*, GJM Heritage (2018)

What is significant?

The former East Collingwood Hotel, 385 Victoria Street, Abbotsford, is of local architectural significance. Architecturally, the building has unusually detailed facades, and remains remarkably intact. The building is a good example of the Italianate style applied to a commercial building, and it is an important heritage element in the Victoria Street streetscape.

Elements that contribute to the significance of the place include (but are not limited to):

- Façade parapet with pitched roof behind
- No front or side setbacks
- Rendered walls
- Rendered façade detailing including window sills and hoods, masks and banded and vermiculated rustication
- Strong horizontal lines formed by parapet line, cornices and banded rustication
- Repetitive upper floor fenestration patterns
- Repetitive lower floor arch-headed pattern of window and door openings
- Corner building with principal facades to both streets
- Splayed corner to building.

Heritage Place	Shops 459-465 Victoria Street, Abbotsford	**PS ref no:**	HO60

Source: *City of Yarra Heritage Review*, Allom Lovell & Associates (1998)

Updated: *Victoria Street and Bridge Road Built Form Review Heritage Assessments*, GJM Heritage (2018)

What is significant?

The shops at 459-465 Victoria Street, Abbotsford, are of local architectural significance. Relatively intact, they are unusual examples of richly decorated Edwardian double-storey shops.

Elements that contribute to the significance of the place include (but are not limited to):

- Simple façade parapet with pitched roof behind
- No front or side setbacks
- Face red brick walls with brown brick and render contrasts (nos 459 & 465 overpainted), including decorative corner pediment
- Strong horizontal lines formed by parapet, cornice and stringcourses
- Strong vertical pilaster lines clearly defining individual shops
- Repetitive upper floor fenestration patterns
- Corner building with principal front facade
- Splayed corner to building.

Heritage Place	Shop 511 Victoria Street, Abbotsford	**PS ref no:**	HO61

Source: *City of Yarra Heritage Review*, Allom Lovell & Associates (1998)

Updated: *Victoria Street and Bridge Road Built Form Review Heritage Assessments*, GJM Heritage (2018)

What is significant?

The corner shop at 511 Victoria Street, Abbotsford, is of local architectural significance. The building is an unusually austere mid-Victorian retail building which contrasts with the more richly decorated facades of more contemporary shop architecture. The shopfront is a very rare surviving example of a Victorian shopfront.

Elements that contribute to the significance of the place include (but are not limited to):

- Simple façade parapet with pitched roof behind
- No front or side setbacks
- Face brick walls
- Strong horizontal lines formed by parapet and cornice
- Repetitive upper floor fenestration patterns.

Heritage Place	Terminus Hotel, former Bricklayers Arms Hotel 605 Victoria Street, Abbotsford	**PS ref no:**	HO62

Source: *City of Yarra Heritage Review*, Allom Lovell & Associates (1998)

Updated: *Victoria Street and Bridge Road Built Form Review Heritage Assessments*, GJM Heritage (2018)

What is significant?

The former Brickmakers Arms Hotel is of local architectural and historical significance. Although the original 19th century building has been altered, it is a rare surviving building associated with the brickmaking industry in Abbotsford, which once occupied all the land along both sides of Flockhart Street, but which had relocated to the eastern and northern suburbs by the 1880s. A hotel has occupied this site continuously since 1866. The present building displays typical features of the Moderne style such as steel-framed windows, curved corner, and horizontal facade treatment, notable for its tiling. The building is substantially intact to the extent of the inter-War refurbishment, and being prominently sited at the eastern end of Victoria Street it is a local landmark.

Elements that contribute to the significance of the place include (but are not limited to):

- Plain façade parapet with flat roof behind
- No front or side setbacks
- Rendered facades
- Strong horizontal lines formed by parapet, stringcourses, window openings and tiled dado
- Moderne detailing including projecting curved canopy, applied decoration and tiled dado
- Irregular pattern of fenestration including multi-paned and double-hung windows
- Corner building with principal and secondary facades and curved corner.

Heritage Place	Former Crusader Plate Building 651 Victoria Street, Abbotsford	**PS ref no:**	HO63

Source: *City of Yarra Heritage Review*, Allom Lovell & Associates (1998)

Updated: *Victoria Street and Bridge Road Built Form Review Heritage Assessments*, GJM Heritage (2018)

What is significant?

The former Crusader Plate building, at 651 Victoria Street, Abbotsford, is of local architectural significance. Whilst the adjacent Handley's building (No. 653-657), upon which the Crusader Plate building is styled, is a far more confident expression of the Moderne idiom, the Crusader Plate building is nonetheless an interesting and unusual Moderne composition. It is a particularly sympathetic extension to the Handley's complex. The significance of the building has been reduced by the alterations to the glazing and vehicle entrance. The Skipping Girl Vinegar sign is of local historical and social significance. The original sign was Melbourne's first animated neon sign, and the reconstruction remains a local landmark and a Melbourne cultural icon.

Elements that contribute to the significance of the place include (but are not limited to):

- Plain façade parapet with sawtooth roof behind
- No front setback
- Face brick facade, including graded brick colours towards the top of the façade
- Repetitive fenestration patterns to front and side facades.

Heritage Place	Former Handley & Tilley Building 653-657 Victoria Street, Abbotsford	**PS ref no:**	HO64

Source: *City of Yarra Heritage Review*, Allom Lovell & Associates (1998)

Updated: *Victoria Street and Bridge Road Built Form Review Heritage Assessments*, GJM Heritage (2018)

What is significant?

The former Handley & Tilley Building, 653-657 Victoria Street, is of local architectural significance. The building is an extraordinarily confident expression of the Moderne idiom and an important example of the style applied to a large industrial building. The distinctive polychromatic brickwork is of note. With the adjoining former Crusader Plate building at No. 651, the building is a striking landmark in the Victoria Street streetscape. The appearance of the building has been marred by the 1990s alterations.

Elements that contribute to the significance of the place include (but are not limited to):

- Plain façade parapet with generally flat roof behind
- Various minimal front setbacks
- Face brick facades, including graded brick colours towards the top of the facade
- Strong horizontal lines formed by parapets, strips of fenestration and spandrels
- Strong vertical lines formed by central tower element and associated detailing
- Repetitive fenestration patterns
- Moderne detailing including curved walls, projecting canopy and tops of piers.

Heritage Place	Former Alma Woolworks Complex 661-663 Victoria Street, Abbotsford	**PS ref no:**	HO65

Source: *City of Yarra Heritage Review*, Allom Lovell & Associates (1998)

Updated: *Victoria Street and Bridge Road Built Form Review Heritage Assessments*, GJM Heritage (2018)

What is significant?

The former Alma Wool Works is of considerable local historical and architectural significance. The former residence derives its significance from its association with Peter Nettleton, Collingwood's best known fellmonger. It is a remnant of the longest surviving fellmongery complex within Collingwood, established during the early phase of industrial activity in the suburb. The house demonstrates the practice of proprietors of industrial establishments living on their premises, in contrast to the preference of later Victorian industrialists to reside in the more fashionable residential suburbs of Melbourne. Largely intact, the former residence is also a rare surviving example of an early bluestone cottage.

The former woolshed is the major surviving building of the original Nettleton's Works, later to become James Schofield Pty Ltd and later again the Alma Woolscouring Co Pty Ltd. It is the key building in Collingwood's, and possibly Melbourne's, largest surviving woolscouring complex. Architecturally, the unusual arcade to the river is of particular note. The whole complex is the earliest remaining substantially intact industrial complex in Collingwood. Its location on the river illustrates the role of the Yarra as a sewer for Melbourne's animal processing factories in the 19th century.

Elements that contribute to the significance of the place include (but are not limited to):

- Low hipped roof forms
- Rectilinear forms.

Heritage Place	Richmond Police Station [former] 319-323 Bridge Road Richmond	**PS ref no:**	HO230

Source: This site was removed from the Government Building Register on 21 May 1998 and placed in the Yarra Planning Scheme. The Statement below was provided to the City of Yarra by Heritage Victoria (25 May 1998).

Updated: *Victoria Street and Bridge Road Built Form Review Heritage Assessments*, GJM Heritage (2018)

What is significant?

Richmond Police Station was built in 1878 as part of a civic strip comprising of the Town Hall, Court House and Post Office. The Lock-Up located at the rear is thought to have been erected in the 1860s and was moved to this site in 1872-3. Richmond Police Station is important because of the role it played in the colourful history of the community of Richmond. Police authority and local government were highly involved in the struggles of union development, industry and the political battles between the ALP working class and the conservative middle class of Richmond. The prominence of the building is representative of the high profile of police authority, in conjunction with local government in Richmond during the late nineteenth and early twentieth centuries. Of architectural importance is the intact government complex including the police lock-up. Architectural details include polychrome brickwork, arched windows and stone work in the lock-up. A better and more intact example of this building type and style exists at Carlton (1878) and has been transferred to the Victorian Heritage Register. The Richmond Police Station does not warrant inclusion on the Victorian Heritage Register as it is not of State significance and a more intact example of its type has been transferred to the Victorian Heritage Register. It is however of local significance. The Richmond Police Station has been removed from the Government Buildings Register and included in the Heritage Overlay of the relevant Planning Scheme.

Elements that contribute to the significance of the place include (but are not limited to):

- Two storey, free-standing, symmetrical building repetitive arch-headed fenestration patterns at both levels
- Front and side setbacks
- Face red brick walls with contrasting cream and red brick detailing to openings, string courses, chimneys and entrance porch
- Bluestone base
- Exposed hipped slate roof with consoled eaves
- Horizontal lines formed by eaves, sills, stringcourses
- Central focal point (entry)
- Bluestone lock-up with slate roof at the rear of the building.

Heritage Place	Pelaco Sign 21-31 Goodwood Street, Richmond	**PS ref no:**	HO259

Refer to Victorian Heritage Database for Statement of Significance – VHR H1149

Heritage Place	Former Gas Inspector's Residence	**PS ref no:**	HO260

Refer to Victorian Heritage Database for Statement of Significance – VHR H1610

Heritage Place	House 316 Victoria Street, Richmond	**PS ref no:**	HO289

Source: *City of Yarra Heritage Review*, Allom Lovell & Associates (1998)

Updated: *Victoria Street and Bridge Road Built Form Review Heritage Assessments*, GJM Heritage (2018)

What is significant?

The house at 316 Victoria Street, Richmond, is of local architectural significance. It is the only house of its type —a double-fronted double-storey terrace—in Victoria Street. It is a good and substantially intact example an Italianate style terrace, with particularly fine detailing. It is a major contributor to the streetscape in an area much denuded by post-War commercial and industrial buildings.

Elements that contribute to the significance of the place include (but are not limited to):

- Simple façade parapet with pitched roof behind
- Front setbacks but no side setbacks
- Rendered walls (overpainted)
- Front verandahs and balconies with decorative cast iron balustrading and friezes
- Render detailing including parapet balustrading and cornice (overpainted)
- Strong horizontal lines formed by parapet, cornices, stringcourse and balconies
- Side wing walls with simple decorative detailing
- Repetitive fenestration and openings patterns at both levels
- Cast iron palisade fencing, gate, posts and bluestone base.

Heritage Place	Byrne's Arcade Terrace 318-326 Victoria Street, Richmond	**PS ref no:**	HO290

Source: *City of Yarra Heritage Review*, Allom Lovell & Associates (1998)

Updated: *Victoria Street and Bridge Road Built Form Review Heritage Assessments*, GJM Heritage (2018)

What is significant?

Byrne's Arcade Terrace is of local architectural significance. Whilst there are a number of 19th century double-storey shops with residences above in Victoria Street, Byrne's Arcade Terrace is the only residential terrace, and a typical and reasonably intact example. It is a major contributor to the streetscape in an area much denuded by post-War commercial and industrial buildings.

Elements that contribute to the significance of the place include (but are not limited to):

- Simple façade parapet with pitched roof behind
- Front setbacks but no side setbacks
- Rendered walls (overpainted)
- Front verandahs and balconies with decorative cast iron balustrading and friezes (not all original)
- Render detailing including dentilled cornice, central pediment, rosettes, masks and urns (overpainted)
- Strong horizontal lines formed by parapet, cornices and balconies
- Strong vertical pilaster lines clearly defining individual residences
- Repetitive fenestration and openings patterns at both levels
- Cast iron palisade fencing and gates, and bluestone bases, to the majority of properties.

Heritage Place	Former Simpson's Glove Factory 488-496 Victoria Street, Richmond	**PS ref no:**	HO291

Source: *City of Yarra Heritage Review*, Allom Lovell & Associates (1998)

Updated: *Victoria Street and Bridge Road Built Form Review Heritage Assessments*, GJM Heritage (2018)

What is significant?

The former Simpsons Glove Factory is of local architectural significance and local historical interest. The building has been used as a factory since its construction in 1920 until relatively recently. Architecturally, it is a typical example of the stripped Classical Revival style applied to a utilitarian building. The building is prominently sited at the eastern end of Victoria Street, and is a local landmark.

Elements that contribute to the significance of the place include (but are not limited to):

- Façade parapet with pitched roof behind
- No front or side setbacks
- Red brick walls with dark brick contrasts
- Plain rendered façade detailing including parapet, consoles, window lintels and sills and curved entrance hood
- Strong vertical pilaster lines
- Repetitive fenestration patterns
- Symmetrical front façade.

Attachment 2 - Attachment 2 - Yarra C245 Panel Report

Heritage Place	Skipping Girl Neon Sign 651-653 Victoria Street, Abbotsford	**PS ref no:**	HO353

Refer to Victorian Heritage Database for Statement of Significance – VHR H2083

Heritage Place	Quint Café (former Duke of Albany Hotel) 323-325 Victoria Street, Abbotsford	**PS ref no:**	HO416

Source: *City of Yarra Heritage Gaps Study (Heritage Gaps Amendment two)*, Lovell Chen (2012)

Updated: *Victoria Street and Bridge Road Built Form Review Heritage Assessments*, GJM Heritage (2018)

What is significant?

The former hotel at no. 323-325 Victoria Street, Abbotsford, was constructed in the nineteenth century with façade alterations undertaken in the early 1930s. It has a series of hipped roof forms clad in corrugated galvanised steel, and a collection of chimneys. The Victoria Street façade returns around Nicholson Street on the east side in a smooth-stuccoed finish with a parapet rising in three rounded steps to the curved corner, with course line mouldings and a flagpole anchored in two of the mouldings. At first floor level there are steel-framed windows with fanlights and horizontally proportioned panes to both the south and east elevations. The first floor corner is also set with steelframed horizontally-proportioned windows that are faceted to fit the curve of the corner, and doors at either end of the corner window opening to a curved cantilevered balcony with steel tube balustrade. The ground floor has been altered externally.

Elements that contribute to the significance of the place include (but are not limited to):

- Plain façade parapet with flat roof behind
- No front or side setbacks
- Rendered facades
- Strong horizontal lines formed by parapet, applied raised strips and window openings
- Moderne detailing including curved corner with staggered parapet and flagpole
- Corner building with principal facades to both streets.

How is it significant?

The former hotel at no. 323-325 Victoria Street, Abbotsford, is of local historical and aesthetic/architectural significance.

Why is it significant?

The former hotel at no. 323-325 Victoria Street, Abbotsford, is of local historical significance. The property has accommodated a hotel for approximately 130 years, beginning with Simpson's Hotel from at least the 1850s, when Victoria Street was known as Simpson's Road and the section of street between Hoddle and Nicholson streets was developing its retail and commercial character. The earlier hotel was replaced by the current two-storey brick building, possibly in the 1880s, when it was known as the Duke of Albany Hotel; and in the 1930s, the external appearance of the hotel was dramatically altered, in line with many hotel makeovers of the interwar years. The former hotel is also of local aesthetic/architectural significance, and is distinguished by the Streamlined Moderne remodeling of the early 1930s. The date of the early 1930s also places this particular stylistic makeover as a comparatively early example. Although altered in part, the Streamlined Moderne styling of the building still reads strongly, particularly the curved emphasis to the Victoria and Nicholson street corner. Elements of note include the three-stepped parapet with course line mouldings; flagpole anchored in two of the mouldings; steel-framed windows; faceted windows to the first floor corner; and the curved cantilevered balcony with steel tube balustrade.

INDIVIDUALLY SIGNIFICANT PLACES WITHIN PRECINCTS

Some 'Individually Significant' places within heritage precincts have a Statements of Significance. Those places that have one are listed below.

Within HO310

~~Heritage Place~~	~~Richmond Cinema (Former)~~ ~~311-317 Bridge Road, Richmond~~	~~PS ref no:~~	~~Within HO310~~

~~Source: *Thematic Study of Theatres in the City of Yarra,* Context Pty. Ltd (2017)~~

- ~~**What is significant?**~~

~~The former Richmond (Hoyts) Cinema built as an ice skating rink in 1888 and converted to a cinema in 1917, situated at 311-317 Bridge Road Richmond.~~

- ~~**How is it significant?**~~

~~The former Richmond Cinema is historically significant to the City of Yarra. It has rarity and representative value as a former ice skating rink and a 'picture palace'.~~

- ~~**Why is it significant?**~~

~~The former Richmond (Hoyts) theatre is historically significant as one of several suburban picture palaces in the City of Yarra. Picture palaces were immensely popular in the interwar period as places of entertainment. The Richmond Cinema is historically significant as a converted former ice skating rink. It was also known as the Victorian Crystal Palace before being converted to a picture theatre in 1917, and later the Richmond Cinema with a new frontage to Bridge Road and a vast capacity of 2406 seats. The picture palace and purpose-built theatres built from about 1914 provided entertainment for the working classes where live theatre had traditionally and previously catered for the middle and upper classes. Amongst other places in Yarra, it is historically significant for its role in the popularisation of political messages on anti-conscription by Dr Daniel Mannix, Catholic Archbishop (1913-1936) during World War 1. (Criterion A)~~

~~The Richmond Cinema (formerly Hoyts) demonstrates particular characteristics of the picture palace associated with the advent of 'talkies'. While an evolved building, which has been altered and extended over time, it retains fabric and building components from the late 1880s to the 1920s, including a large auditorium space which remains externally evident. This reflects a sense of the place being a 'cathedral for entertainment' — as a special part of the community sense of place at the time when entertainment was a luxury.(Criterion D)~~

Grynberg Drapers Shop and Office – 99-101 Bridge Road, Richmond

Heritage Place	Grynberg Drapers Shop and Office 99-101 Bridge Road, Richmond	**PS ref no:**	Within HO310

Source: *City of Yarra Review of Heritage Overlay Areas,* Graeme Butler & Associates (2007, 2013)

What is significant?

The Grynberg's drapers shop and office, at 99 and 101 Bridge Road, Richmond was created in 1941 for Thelma Paterson and has other historical associations with persons such as Louis Grynberg, draper. The place has a good integrity to its creation date.

Fabric from the creation date at the Grynberg's drapers shop and office is locally significant within the City of Yarra, compared to other similar places from a similar era.

How is it significant?

The Grynberg's drapers shop and office, at 99 and 101 Bridge Road, Richmond, is architecturally significant to the locality of Richmond and the City of Yarra.

Why is it significant?

The Grynberg's drapers shop and office block is significant as a streamlined Moderne style two storey brick commercial building, given a strong horizontal emphasis with the use of horizontal brick banding to walls and parapet cappings at the upper level and horizontally proportioned window openings with metal framed windows. Horizontal elements are balanced visually by a projecting bay at the western end of the façade which incorporates a vertical slot of glass blocks and a scalloped parapet treatment, and a circular window at the eastern end of the façade. The ground floor's original or early shopfronts have been altered.

Shops & residences – 108-112 Bridge Road, Richmond

Heritage Place	Shops & residences 108-112 Bridge Road, Richmond	**PS ref no:**	Within HO310

Source: *Richmond Conservation Study: undertaken for the City of Richmond,* O'Connor, John & Coleman, Roslyn et al. (1985)

What is significant?

This boom style commercial building exhibits a now rare example of an original building facade with shopfronts. The building is an important contributor to the Bridge Road commercial precinct.

Wustermann's Buildings, Shop & residence – 138-144 Bridge Road, Richmond

Heritage Place	Wustermann's Buildings, Shop & residence 138-144 Bridge Road, Richmond	**PS ref no:**	Within HO310

Source: *Richmond Conservation Study: undertaken for the City of Richmond,* O'Connor, John & Coleman, Roslyn et al. (1985)

What is significant?

An elaborate terrace of Edwardian shops forming part of the important Bridge Road commercial precinct.

London Baby Carriage Manufacturers Pty Ltd. Factory and show room – 153-161 Bridge Road Richmond

Heritage Place	London Baby Carriage Manufacturers Pty Ltd. Factory and show room 153-161 Bridge Road Richmond	**PS ref no:**	Within HO310

Source: *City of Yarra Review of Heritage Overlay Areas,* Graeme Butler & Associates (2007, 2013)

What is significant?

The London Baby Carriage Manufacturers Pty Ltd. factory and show room at 153-161 Bridge Road, Richmond was created in 1941 for Hilda and Ruby Wrixon and has other historical associations with the London Baby Carriage Pty Ltd. The place has a fair integrity to its creation date (tiles/bricks painted). Fabric from the creation date at the London Baby Carriage Manufacturers Pty Ltd. Factory and show room is locally significant within the City of Yarra, compared to other similar places from a similar era.

How is it significant?

The London Baby Carriage Manufacturers Pty Ltd. Factory and show room at 153-161 Bridge Road, Richmond is historically and architecturally significant to the locality of Richmond and the City of Yarra.

Why is it significant?

The London Baby Carriage Manufacturers Pty Ltd. Factory and show room is significant as a distinctive Moderne style factory on a corner site. `This streamlined Moderne style painted and rendered brick building is ... given a strong horizontal emphasis with the use of horizontal banding to walls and parapet and expansive, horizontally proportioned window openings... The central projecting entry bay to the building is highlighted by a stepped-up section of parapet a curved cantilevered horizontal awning, and is surmounted by a flagpole.' (Wight 2001)

Former Melbourne Savings Bank – 184 Bridge Road, Richmond

Heritage Place	Former Melbourne Savings Bank 184 Bridge Road, Richmond	**PS ref no:**	Within HO310

Source: *Victoria Street and Bridge Road Built Form Review Heritage Assessments*, GJM Heritage (2018)

What is significant?

The Former Melbourne Savings Bank at 184 Bridge Road, Richmond built in 1889 to designs by architects Wight & Lucas.

Elements that contribute to the significance of the place include (but are not limited to):

- The building's original external form, materials and detailing
- The building's high level of integrity to its original design.
- Façade parapet
- No front setbacks
- Rendered walls
- Elaborate rendered façade detailing including heavily decorated and clustered pilasters, pedimented aediculae, balustrading, stylized classical motifs
- Horizontal lines formed by parapet line, cornices, broad pediment and banded rustication
- Vertical lines formed by bold pilasters
- The steeply-pitched hipped roof form.
- Later alterations and additions to the rear and shopfront are not significant.

How is it significant?

The Former Melbourne Savings Bank at 184 Bridge Road, Richmond is of local historical and architectural significance to the City of Yarra.

Why is it significant?

The Former Melbourne Savings Bank at 184 Bridge Road, Richmond is illustrative of historical development that occurred along a major, early commercial thoroughfare in the City of Yarra, particularly in the 'boom' period of the 1880s (Criterion A).

The Former Melbourne Savings Bank at 184 Bridge Road, Richmond is a distinctive, intact and representative example of a Victorian bank building. It displays typical features of the exuberant Victorian Boom Classical style popular in the 1880s in Richmond and across Melbourne more broadly, including an array of classical details which are applied in a liberal Mannerist style. (Criterion D).

Shops & residences – 199-205 Bridge Road, Richmond

Heritage Place	Shops & residences 199-205 Bridge Road, Richmond	**PS ref no:**	Within HO310

Source: *Richmond Conservation Study: undertaken for the City of Richmond,* O'Connor, John & Coleman, Roslyn et al. (1985)

What is significant?

These transitional style commercial buildings are an important component of the Bridge Road commercial precinct.

National Bank of Australasia, former - 231 Bridge Road, Richmond

Heritage Place	National Bank of Australasia, former 231 Bridge Road, Richmond	**PS ref no:**	Within HO310

Source: *Richmond Conservation Study: undertaken for the City of Richmond,* O'Connor, John & Coleman, Roslyn et al. (1985)

What is significant?

The Richmond branch of the Bank of Australasia is a significant suburban commission of the prominent nineteenth century architect, Lloyd Tayler. The building maintains a high degree of integrity, and is an important element in the Bridge Road commercial precinct.

Former Commonwealth Savings Bank of Australia and residence - 267 Bridge Road, Richmond

Heritage Place	Former Commonwealth Savings Bank of Australia and residence 267 Bridge Road, Richmond	**PS ref no:**	Within HO310

Source: *Victoria Street and Bridge Road Built Form Review Heritage Assessments*, GJM Heritage (2018)

What is significant?

The Former Commonwealth Savings Bank of Australia and Residence at 267 Bridge Road, Richmond built in 1939.

Elements that contribute to the significance of the place include (but are not limited to):

- The building's original external form, materials and detailing
- The building's high level of integrity to its original design.
- Façade parapet
- No front setbacks
- Rendered walls
- Simple detailing including rendered bands and ruled lines
- Geometric decorative steel grilles
- Window openings with glass brick infill
- Vertical emphasis of front façade formed by pilasters and tall side openings
- Hipped roof form.

Later alterations, and additions to the rear, are not significant.

How is it significant?

The Former Commonwealth Savings Bank of Australia and Residence at 267 Bridge Road, Richmond is of local historical and architectural significance to the City of Yarra.

Why is it significant?

The Former Commonwealth Savings Bank of Australia and Residence at 267 Bridge Road, Richmond is illustrative of the policy of expansion of banks into the suburbs in the late 1930s and early 1940s and was one of a number constructed in major commercial thoroughfares at this time in suburban Melbourne (Criterion A).

The Former Commonwealth Savings Bank of Australia and Residence at 267 Bridge Road, Richmond is a fine, intact and representative example of a Moderne building. It displays typical features of the Moderne architectural style popular in the late 1930s in Richmond and across Melbourne more broadly, including a strong vertical emphasis with secondary horizontal elements and fine decorative steel grilles of geometric pattern (Criterion D).

Attachment 2 - Attachment 2 - Yarra C245 Panel Report

Theobalds Buildings – 294-296 Bridge Road, Richmond

Heritage Place	Theobalds Buildings – 294-296 Bridge Road, Richmond	**PS ref no:**	HO310

Source: *Richmond Conservation Study: undertaken for the City of Richmond, O'Connor*, John & Coleman, Roslyn et al. (1985)

What is significant?

An outstanding pair of Edwardian shops, intact above verandah level.

381-389 Bridge Road, Richmond

Heritage Place	381-389 Bridge Road, Richmond	**PS ref no:**	Within HO310

Source: *Richmond Conservation Study: undertaken for the City of Richmond, O'Connor*, John & Coleman, Roslyn et al. (1985)

What is significant?

These late Victorian commercial buildings with their original timber shopfronts are a prominent feature of the Bridge Road commercial precinct.

D6 Panel preferred version of Incorporated documents

This Appendix relates to the following Incorporated Documents:

- City of Yarra Database of Heritage Significant Areas, July 2019
  (Note: Only changes to HO327 are shown. Additional changes to HO109, HO499 and HO504 are described in the report and are not shown in this Appendix)
- Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Incorporated Document (May 2020).

  (Note: This document is the same as presented by Council in its closing submission in Document 62, Attachment 3)

Maddocks

City of Yarra Database of Heritage Significant Areas, July 2019

Overlay	Address	Type	Number	Suburb	Property Type	Property	Heritage Status	Estimated
HO327	Alexandra	Parade	27	Fitzroy North	St Brigids former convent	231650	Contributory	1919
HO327	Nicholson	Street	376A	Fitzroy North	St Brigid's Roman Catholic Presbytery	231650	Individually Significant	1880-1890
HO327	Nicholson	Street	376	Fitzroy North	St Brigid's Roman Catholic Church & organ	231650	Individually Significant	1869-1873
HO327	Nicholson	Street	378C	Fitzroy North	St Brigid's Roman Catholic School and hall	231650	Individually Significant	1870-1890
HO327	York	Street	20	Fitzroy North	St Brigids School	231650	Contributory	1924

[8091620: 26604213_1]

Yarra Planning Scheme

Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Incorporated Document (May 2020)

The statements of significance are derived from the following reports:

- *Heritage Gap Study, Review of Central Richmond*, Context Pty Ltd (2014)
- *Victoria Street and Bridge Road Built Form Review Heritage Assessments*, GJM Heritage (2018)

This document is an incorporated document in the Yarra Planning Scheme pursuant to section 6(2)(j) of the Planning and Environment Act 1987

[8091629: 26804491_1]1

YARRA PLANNING SCHEME

Ordered by Heritage Overlay number

INDIVIDUALLY SIGNIFICANT PLACES			
HO number VHR number	**Name**	**Address**	**Page**
HO525	Shop & Residences	637-39 Bridge Road, Richmond	3
HO526	Hall's Buildings	202-206 Church Street, Richmond	4
HO527	Pair of Terrace Houses	32 & 34 Thomas Street, Richmond	5
HO528	James Boland's Shop and Residence	635 Bridge Road, Richmond	6
HO529	Royal Oak Hotel	529-533 Bridge Road, Richmond	7
HO530	Whipp's Terrace	597-599 Bridge Road, Richmond	8
HO531	Flour Mill & Grain Store Complex (Former)	534-534A Bride Road, Richmond	9
HO532	City Hall, Richmond Municipal Offices & Former Court House (Richmond Town Hall)	325-333 Bridge Road, Richmond	10

YARRA PLANNING SCHEME

Heritage Place	Shop & Residences 637-639 Bridge Road, Richmond	**PS ref no:**	HO525

Source: *Victoria Street and Bridge Road Built Form Review Heritage Assessments*, GJM Heritage (2018)

What is significant?

The pair of two-storey shops and residences at 637-639 Bridge Road, Richmond built by 1892.

Elements that contribute to the significance of the place include (but are not limited to):

- The building's original external form, materials and detailing
- The building's high level of integrity to its original design
- Façade parapet
- No front setbacks
- Rendered walls
- Rendered façade detailing including pilaster strips, elaborate window aediculae, parapetscrolls and urns
- Horizontal lines formed by parapet line, cornice and string course
- Repetitive upper floor fenestration patterns.

How is it significant?

The pair of two-storey shops and residences at 637-639 Bridge Road, Richmond is of local historical and architectural significance to the City of Yarra.

Why is it significant?

The pair of two-storey shops and residences at 637-639 Bridge Road, Richmond are illustrative of the historical development that occurred along a major, early commercial thoroughfare in the City of Yarra, particularly in the 'boom' period of the 1880s and early 1890s [Criterion A].

The pair of two-storey shops and residences at 637-639 Bridge Road, Richmond are a fine, intact and representative example of a Victorian shop and residence. They display typical features of the Victorian architectural style popular in the 1880s and early 1890s in Richmond and across Melbourne more broadly, including an elaborate parapeted façade with repetitive upper floor fenestration, rendered facades and ground floor shopfronts [Criterion D].

YARRA PLANNING SCHEME

Heritage Place	Hall's Buildings 202-206 Church Street, Richmond	**PS ref no:**	HO526

Source: *Victoria Street and Bridge Road Built Form Review Heritage Assessments*, GJM Heritage (2018)

What is significant?

Hall's Buildings, 202-206 Church Street, Richmond built in 1886.

Elements that contribute to the significance of the place include (but are not limited to):

- The building's original external form, materials and detailing
- The building's high level of integrity to its original design.
- Façade parapet
- No front setbacks
- Rendered walls
- Rendered façade detailing including window frames and keystones, pilaster strips, consoles, decorative pediments including nameplate and festoons
- Incised decoration to keystones
- Horizontal lines formed by parapet line, cornice and string courses
- Repetitive upper floor fenestration patterns.

How is it significant?

Hall's Buildings, 202-206 Church Street, Richmond is of local historical and architectural significance to the City of Yarra.

Why is it significant?

Hall's Buildings, 202-206 Church Street, Richmond is illustrative of the historical development that occurred along a major, early commercial thoroughfare in the City of Yarra, particularly in the 'boom' period of the 1880s (Criterion A).

Hall's Buildings, 202-206 Church Street, Richmond is a fine, intact and representative example of a row of Victorian shops and residences. It displays typical features of the Victorian architectural style popular in the 1880s in Richmond and across Melbourne more broadly, including a parapeted façade with repetitive upper floor fenestration, rendered façade and ground floor shopfronts (Criterion D).

This document is an incorporated document in the Yarra Planning Scheme pursuant to section 6(2)(j) of the Planning and Environment Act 1987

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[8091629: 26604481_1]

YARRA PLANNING SCHEME

Heritage Place	Pair of Terrace Houses 32 & 34 Thomas Street, Richmond	**PS ref no:**	HO527

Source: *Victoria Street and Bridge Road Built Form Review Heritage Assessments*, GJM Heritage (2018)

What is significant?

The pair of terrace houses, 32 & 34 Thomas Street, Richmond, built c1894.

Elements that contribute to the significance of the place include (but are not limited to):

- The houses' original external form, materials and detailing
- The houses' high level of integrity to its original design
- Two-storey unparapeted form
- Front verandahs and balconies with decorative cast iron
- Face brick walls (overpainted) with cement render detailing
- Hipped roof form
- Rectangular window openings
- Pair of attached buildings with dividing wing walls with decorative detailing
- Iron palisade fence on a bluestone plinth to 34 Thomas Street.
- Later alterations and additions to the rear of the terraces are not significant. The brick wall to the front boundary of 32 Thomas Street is not significant.

How is it significant?

The pair of terrace houses, 32 & 34 Thomas Street, Richmond are of local architectural and aesthetic significance to the City of Yarra.

Why is it significant?

The pair of terrace houses, 32 & 34 Thomas Street, Richmond are fine and representative examples of terrace housing from the Victorian period. They display typical features of the Victorian Italianate architectural style popular in the 1880s boom period in Richmond and across Melbourne more broadly, including a two-storey form with front verandahs and balconies, dividing wing walls, rendered decorative elements and decorative cast iron (Criterion D).

The pair of terrace houses, 32 & 34 Thomas Street, Richmond are well-considered and carefully detailed examples of Victorian Italianate terrace housing. The pair of brick terraces, with repetitive decorative elements across the facades, presents a picturesque composition of this architectural style (Criterion E).

YARRA PLANNING SCHEME

Heritage Place	James Boland's Shop and Residence 635 Bridge Road, Richmond	**PS ref no:**	HO528

Source: *Victoria Street and Bridge Road Built Form Review Heritage Assessments*, GJM Heritage (2018)

What is significant?

James Boland's Shop and Residence, a two-storey commercial premises at 635 Bridge Road, Richmond built in 1867.

Elements that contribute to the significance of the place include (but are not limited to):

- The building's original external form, materials and detailing
- The building's high level of integrity to its original design
- Façade parapet
- No front setbacks
- Rendered walls
- Rendered window frames and hoods to upper storey
- Rendered façade detailing including pilaster strips, consoles and central pediment with nameplate
- Horizontal lines formed by parapet line and cornice
- Repetitive upper floor fenestration patterns
- Gabled roof form.

How is it significant?

James Boland's Shop and Residence at 635 Bridge Road, Richmond is of local historical and architectural significance to the City of Yarra.

Why is it significant?

James Boland's Shop and Residence at 635 Bridge Road, Richmond is illustrative of historical development that occurred along a major, early commercial thoroughfare in the City of Yarra [Criterion A].

James Boland's Shop and Residence at 635 Bridge Road, Richmond is a fine, intact and representative example of an early Victorian shop and residence. It displays typical features of the early Victorian architectural style popular in the late 1860s in Richmond and across Melbourne more broadly, including a parapeted façade with repetitive upper floor fenestration, rendered facades and ground floor shopfronts [Criterion D].

YARRA PLANNING SCHEME

Heritage Place	Royal Oak Hotel 529-533 Bridge Road, Richmond	**PS ref no:**	HO529

Source: *Victoria Street and Bridge Road Built Form Review Heritage Assessments*, GJM Heritage (2018)

What is significant?

The Royal Oak Hotel, 529-533 Bridge Road, Richmond, built in 1923 to designs by architect Harry R Johnson.

Elements that contribute to the significance of the place include (but are not limited to):

- The building's original external form, materials and detailing
- The building's high level of integrity to its original design.
- Façade parapet
- No front setbacks
- Rendered walls
- Horizontal lines formed by parapet, cornice and rows of windows
- Repetitive upper floor fenestration patterns
- Splayed corner with tower and articulated facades to both streets
- Balconies and recessed entrances
- Hipped roof forms with tiled roof cladding (including tower).

Later alterations and additions, including the single-storey building to the east, are not significant.

How is it significant?

The Royal Oak Hotel, 529-533 Bridge Road, Richmond is of local historical and architectural significance to the City of Yarra.

Why is it significant?

The Royal Oak Hotel, 529-533 Bridge Road, Richmond is of significance as a suburban hotel constructed at a prominent corner in Richmond. A hotel of this name has operated continuously on this site from the late 1860s (Criterion A).

The Royal Oak Hotel, 529-533 Bridge Road, Richmond is an intact and representative example of an Interwar hotel. It displays typical features of an unadorned Stripped Classical style, popular in the 1920s in Richmond and across Melbourne more broadly, including plain parapetted facades and simplified classical elements, and Art Deco influenced details (Criterion D).

YARRA PLANNING SCHEME

Heritage Place	Whipp's Terrace 597-599 Bridge Road, Richmond	**PS ref no:**	HO530

Source: *Victoria Street and Bridge Road Built Form Review Heritage Assessments*, GJM Heritage (2018)

What is significant?

Whipp's Terrace, a two-storey commercial premises at 597-599 Bridge Road, Richmond built in 1873.

Elements that contribute to the significance of the place include (but are not limited to):

- The building's original external form, materials and detailing
- The building's high level of integrity to its original design.
- Façade parapet
- No setbacks
- Rendered walls
- Rendered façade detailing including window frames consoles and urns
- Strong horizontal lines formed by parapet line, cornices and string course
- Repetitive fenestration patterns at first floor level
- Symmetrical front façade
- Hipped roof form clad with slate, patterned with green scalloped rows.

How is it significant?

Whipp's Terrace at 597-599 Bridge Road, Richmond is of local historical and architectural significance to the City of Yarra.

Why is it significant?

Whipp's Terrace at 597-599 Bridge Road, Richmond is illustrative of the historical development that occurred along a major, early commercial thoroughfare in the City of Yarra in the Victorian period (Criterion A).

Whipp's Terrace at 597-599 Bridge Road, Richmond is a fine, intact and representative example of a Victorian shop and residence. The terrace displays typical features of the Victorian architectural style popular in the 1870s in Richmond and across Melbourne more broadly, including a parapeted façade with repetitive upper floor fenestration, rendered facades and ground floor shopfronts (Criterion D).

This document is an incorporated document in the Yarra Planning Scheme pursuant to section 6(2)(j) of the Planning and Environment Act 1987

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[8001829: 28604481_1]

YARRA PLANNING SCHEME

Heritage Place	Flour Mill & Grain Store Complex (former) 518-524, 534 & 534A Bridge Road, Richmond	**PS ref no:**	HO531

Source: *Heritage Gap Study, Review of Central Richmond,* Context Pty Ltd (2014)

What is significant?

The former Flour Mill & Grain Store complex, to the extent of the fabric dating from c.1870 to c.1951 associated with the use as a flour mill (including the c.1951 alterations and additions designed by architect, Frederick Moresby), at 534 & 534A Bridge Road, and the silo structure constructed c.1941 situated on part of 518-24 Bridge Road in Richmond is significant. It comprises a complex of brick and timber-framed iron clad buildings built in stages from the late nineteenth to the mid-twentieth centuries with an associated silo structure. The buildings are all built up to the frontages to Bridge Road, Type Street and the rear laneway, and vary in height from one to three stories. The three-storey building adjacent to Type Street, and immediately to the north of the vehicle crossing, dates from the late nineteenth century. It has a hip and gable roof, and double hung two pane sash windows with segmental arched heads and brick cills. Some of these windows (including a half-circular window at first floor level near the centre of the wall) have been closed up. This was described on a 1948 plan as the 'Mill building' and probably contained the milling equipment used to process the grain. At rear (south end) of this building is the 1948 skillion roof addition end, which originally contained staff amenities, motor and machinery rooms and a 'silk room'. To the west of this building and located toward the centre of the site is a building clad in corrugated iron with a skillion roof, with a tower element, which may have contained the flour and wheat bins as shown on the 1948 plans. Adjacent to the laneway is a mid-twentieth century parapeted brick building of one and two storeys that extends from Type Street to the silos. This was described on a 1948 plan as the 'Bag cleaning and store'. Adjacent to this the silo structure comprises four cylindrical reinforced concrete silos arranged in a square.

Alterations and additions made, and new buildings constructed after the use by the building as a flour mill ceased (1955 onwards) are not significant.

How is it significant?

The former Flour Mill & Grain Store complex at 518-24, 534 & 534A Bridge Road, Richmond is of local historic, architectural and aesthetic significance to the City of Yarra.

Why is it significant?

The former Flour Mill & Grain Store complex is associated with the development of secondary industry in Richmond. It demonstrates the diverse range of manufacturing carried out including flour milling, which remained an important industry in Richmond until the 1950s. (Criterion A)

The former Flour Mill & Grain Store complex is representative of the industrial complexes of the late nineteenth and early twentieth centuries, with a range of buildings that demonstrate the continuous use and development of the site as a flour mill over 100 years. The flour mill use is demonstrated by the form and scale of the three storey building adjacent to Type Street with the associated corrugated iron clad tower, and by the reinforced concrete silos, which demonstrate the change to bulk handling of grain by the early 1940s. The significance of the complex is enhanced by its rarity values, as surviving example of a nineteenth century flour mill in the City of Yarra. Most of the other flour mills in the City of Yarra have been demolished, while archaeological remains are all that survive of Dights Mill in Abbotsford. (Criteria B & D)

The reinforced concrete silo is significant as a landmark within the local area. (Criterion E)

This document is an incorporated document in the Yarra Planning Scheme pursuant to section 6(2)(j) of the Planning and Environment Act 1987

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[8091629: 26804481_1]

YARRA PLANNING SCHEME

Heritage Place	City Hall, Richmond Municipal Offices & former Court House (Richmond Town Hall) 325-333 Bridge Road, Richmond	**PS ref no:**	HO532

Source: *Victoria Street and Bridge Road Built Form Review Heritage Assessments*, GJM Heritage (2018)

What is significant?

City Hall at 325-333 Bridge Road, Richmond, built in 1869-71 to designs by architect Charles Vickers, and additions and alterations in 1934-36 to designs by Harry R Johnson.

Elements that contribute to the significance of the place include (but are not limited to):

- The building's original and 1934-36 external form, materials and detailing
- Highly intact internal detailing of the Ticket Office in the foyer and the Main Hall, reflecting both phases of development.
- The building's high level of integrity to its 1934-36 form.

Any alterations and additions made after 1936 are not significant.

How is it significant?

City Hall at 325-333 Bridge Road, Richmond is of local historical and architectural significance to the City of Yarra.

Why is it significant?

City Hall at 325-333 Bridge Road, Richmond is of historical significance as the centre of local government services in Richmond since 1869. Both the original 1869 building and the symbolic and monumental refacing of the building in 1934 to coincide with the centenary of Victoria, represent the civic aspirations of the local government (Criterion A).

City Hall at 325-333 Bridge Road, Richmond is a distinctive, intact and representative example of a municipal town hall building. It displays typical features of two major stages of construction - the east and west facades show the original Victorian Italianate style, including rows of simple round-headed brick arched openings, bracketed eaves and bichromatic brickwork and the front façade and tower show the severe and monumental Moderne style, including a variety of both Egyptian-influenced elements and Art Deco motifs (Criterion D).

The imposing rendered main façade of City Hall at 325-333 Bridge Road, Richmond, with prominent clock tower and front porticoes, presents a landmark form to Bridge Road and surrounding areas. Egyptian-influenced elements and Art Deco motifs add to the visual qualities of the exterior of the place. The Ticket Office in the foyer and the Main Hall retain decorative elements that clearly reflect both important phases of development of the place (Criterion E).

Attachment 3 - Attachment 3 - Panel recommendations and officer response

Attachment 3

Amendment C245 to the Yarra Planning Scheme
Changes recommended by the Panel and the officer response

Panel recommendations	Officer response to Panel recommendation and reasons for response
Former Austral Theatre	
1. Abandon the application of internal heritage controls to 200-202 Johnston Street, Collingwood (former Austral Theatre).	Accepted. Officers accept that the interior has undergone extensive adaptation including the removal of several key components such as the stage and proscenium. Numerous aspects of the interior emphasised in the Theatres Study are either no longer in evidence or are no longer intact. Officers therefore agree with the Panel and recommend Council abandon internal controls for the former Austral Theatre.
2. Abandon HO499 as a site specific Heritage Overlay to 200-202 Johnston Street, Collingwood (the former Austral Theatre).	Accepted. With the abandonment of the application of internal controls, a site specific Heritage Overlay is not required. The site would remain in HO324 – a precinct-wide heritage overlay.
3. Delete HO499 from the schedule to Clause 43.01.	Accepted. As above at #2.
4. Delete HO499 from the City of Yarra Database of Heritage Significant Areas, July 2019.	Accepted. As above at #2.
5. Extend the boundary of HO324 over the entire site at 200-202 Johnston Street, Collingwood (former Austral Theatre).	Accepted. The current precinct HO324 cuts through the middle of the property. To fix the error, the current HO needs to be extended to cover the entire property boundary.
6. Abandon the proposed Statement of Significance for the former Austral Theatre.	Accepted.

Attachment 3 - Attachment 3 - Panel recommendations and officer response

Attachment 3

Panel recommendations	Officer response to Panel recommendation and reasons for response
	Given the officer position which supports the abandonment of internal controls, officers accept the Panel's recommendation that no changes should be made to the existing Statements of Significance (which were largely updated to reflect the Theatres Study, history of the site and internal controls). The existing Statement of Significance within *City of Yarra Review of Heritage Overlay Areas (2007) Graeme Butler & Associates* will be retained. The Panel also recommends that any changes to the Statement of Significance should only proceed following a more considered perspective of the heritage significance of the place and through a separate amendment process.
Former Burnley Theatre	
7. Abandon the application of internal heritage controls to 365-377 Swan Street, Richmond (former Burnley Theatre).	Accepted. Council resolved to indicate to the Panel its intention to abandon the application of internal controls at the 26 November 2019 Council Meeting. The Panel agrees with Council's intention to abandon the internal controls. It considered that having regard to the high threshold required to justify internal controls as set in PPN01, it did not consider internal controls were justified for the Burnley Theatre.
8. Amend HO286 in the schedule to Clause 43.01 under the heading 'Internal alteration controls apply?' to delete the word 'Yes' and replace with 'No'.	Accepted. As above at #7.
9. Abandon the proposed Statement of Significance for the former Burnley Theatre	Accepted. Given the officer position which supports the abandonment of internal controls, officers accept the Panel's recommendation that no changes should be made to the existing Statement of Significance (which was largely updated to reflect the Theatres Study, the history of the site and internal controls). The existing Statement of Significance for the Burnley Theatre would continue to apply. The Panel recommended that any changes to the Statement of Significance should only proceed following a more considered perspective of the heritage significance of the place and through a separate amendment process. (Noting this site is also subject to Amendment C191 to the Yarra Planning Scheme.)

Attachment 3 - Attachment 3 - Panel recommendations and officer response

Attachment 3

Panel recommendations	Officer response to Panel recommendation and reasons for response
Former Richmond Theatre	
10. Abandon the application of internal heritage controls to 311-317 Bridge Road, Richmond (former Richmond Theatre).	Accepted. Council resolved to abandon the application of internal controls at the 26 November 2019 Council Meeting The Panel agrees with Council's intention to abandon the internal controls. It considered that having regard to the high threshold required to justify internal controls as set in PPN01 and due to the extensive modifications to the interior of the building, it did not consider internal controls were justified for the Richmond Cinema.
11. Abandon HO504 as a site specific Heritage Overlay to 311-317 Bridge Road, Richmond (the former Richmond Theatre).	Accepted. With the abandonment of the application of internal controls, a site specific Heritage Overlay is not required. The site would remain in HO310 – a precinct-wide heritage overlay.
12. Delete HO504 from the schedule to Clause 43.01.	Accepted. As above at #11.
13. Delete HO504 from the City of Yarra Database of Heritage Significant Areas, July 2019.	Accepted. As above at #11.
14. Extend the boundary of HO310 over the entire site at 311-317 Bridge Road, Richmond (former Richmond Theatre).	Accepted. The current precinct HO310 cuts through the middle of the property. To fix the error the current HO needs to be extended to cover the entire property boundary.
15. Abandon the proposed site specific Statement of Significance for the former Richmond Theatre.	Accepted. The Panel did not consider it necessary or appropriate to prepare a site specific Statement of Significance for the former Richmond Theatre as it is a 'contributory building'. Given the officer position which supports the abandonment of internal controls, officers accept the Panel's recommendation that the Statement of Significance (which was largely updated to reflect the Theatres Study, the history of the site and internal controls) is not necessary. The Statement of Significance for HO310 (updated by GJM) will apply to the site and is proposed to be contained within the *Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Reference Document (May 2020).*

Attachment 3 - Attachment 3 - Panel recommendations and officer response

Attachment 3

Panel recommendations	Officer response to Panel recommendation and reasons for response
16. Apply the version of the Statement of Significance for the Bridge Road Precinct (HO310) as shown in the Panel preferred version.	Accepted. The Panel recommended Council's proposed additions to the Bridge Road Statement of Significance regarding the former Richmond Cinema be deleted. It did however support the updates to the Precinct Statement of Significance by GJM (as exhibited.) Officers agree. The updated Statement of Significance for the Bridge Road Precinct (HO310) from the *Victoria Street and Bridge Road Precinct Review, GJM Heritage (2018)* is included in *Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Reference Document (May 2020)*. It provides a sound basis to manage the heritage significance of the place.
Halls Buildings, 202-206 Church Street, Richmond	
17. Amend HO526 in the schedule to Clause 43.01 to include the Statement of Significance as an Incorporated document in accordance with the Panel preferred version of the schedule.	Accepted. Officers note that the Panel supported the application of a Heritage Overlay to the Halls Buildings. The Heritage Overlay is necessary to ensure places with heritage value are recognised and appropriately managed within the municipality, but does not preclude buildings, works or demolition of a property altogether. In accordance with PPN01 and VC148, the Statement of Significance for a new heritage overlay must be incorporated into the planning scheme. Schedule to Clause 43.01 updated to include location of the Statement of Significance ie *Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Incorporated Document (May 2020).*
18. Amend the schedule to Clause 72.04 to include the Statement of Significance for HO526 as an Incorporated Document in accordance with the Panel preferred version of the schedule	Accepted. As above at #17.
19. Include the Statement of Significance for HO526 in the Panel preferred version of the Incorporated document.	Accepted. The Statement of Significance for the Halls Buildings, 202-206 Church Street, Richmond included in the *Victoria Street and Bridge Road Precinct Review, GJM Heritage (2018)* (as exhibited) is proposed for inclusion in the *Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Incorporated Document (May 2020)*. It provides a sound basis to manage the heritage significance of the place.

Attachment 3 - Attachment 3 - Panel recommendations and officer response

Attachment 3

Panel recommendations	Officer response to Panel recommendation and reasons for response
St Brigid's Catholic Church Complex	
20. Amend the City of Yarra Database of Heritage Significant Areas, July 2019 for HO327 as shown in the Panel preferred version.	Accepted. The Panel supported the extension of the HO to entire site as well as application of contributory gradings to the formerly ungraded buildings on the site - 27 Alexandra Parade (St Brigid's former convent) and 20 York Street (St Brigid's School). City of Yarra Database of Heritage Significant Areas, July 2019 (formerly known as Appendix 8) has been amended to reflect these changes.
51 Langridge Street / 14 Glasgow Street, Collingwood	
21. Abandon the proposed changes to HO109 relating to the extent of the Heritage Overlay.	Accepted. This is consistent with the Council resolution of 26 November 2019 Council Meeting in which Council resolved to indicate an intent to Panel to abandon all the proposed changes to 51 Langridge Street/14 Glasgow Street, Collingwood. Following submissions, it was recognised that proposed changes were incorrect and further work should be undertaken.
22. Abandon the proposed address for HO109 in the schedule to Clause 43.01 and retain it as 55 Langridge Street, Collingwood.	Accepted. See #21.
23. Abandon the proposed address for HO109 in the City of Yarra Database of Heritage Significant Areas, July 2019 and retain it as 55 Langridge Street, Collingwood.	Accepted. See #21.
24. Complete further investigations into the appropriate boundary, address and heritage significance of the William Peatt Boot Factory and consider consolidating HO109 and HO420 into a single Heritage Overlay with a single Statement of Significance. The results of that work	Accepted. The Panel agreed with the Council resolution of 26 November 2019 that the proposed that changes to HO109 as part of Amendment C245 should not proceed at this time. The Panel noted the clear need for further assessment of the William Peatt Boot Factory. It considered this further investigation should inform a future planning scheme amendment that deals with the site.

Attachment 3

Panel recommendations	Officer response to Panel recommendation and reasons for response
should inform a separate planning scheme amendment.	
Form and content of the Amendment	
25. Modify Clause 21.11 in accordance with the Panel preferred version.	Accepted. The Panel did not support the inclusion of the GJM Heritage Assessment and the Theatres Study as reference documents to the Scheme. It did however support Council's proposal to include a new reference document containing the Statements of Significant for Victoria Street and Bridge Road. Officers support the Panel's recommendations. Changes have been made to Clause 21.11 in line with the Panel's recommendations.
26. Modify the Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Reference Document (May 2020) in accordance with the Panel preferred version.	Accepted. The *Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Reference Document (May 2020)* has been updated in line with Panel recommendations.
27. Modify clause 22.02 in accordance with the Panel preferred version.	Accepted. See #25.
28. Modify the schedule to Clause 43.01 in accordance with the Panel preferred version.	Accepted. In order to make the changes listed above, the Schedule to Clause 43.01 has been modified to remove the proposed HO499 and HO504, and to refer to new incorporated documents.
29. Modify the schedule to Clause 72.04 in accordance with the Panel preferred version.	Accepted. In order to make the appropriate changes listed above Clause 72.04 needs to be modified to include new incorporated document. Schedule to Clause 72.04 updated in line with Panel recommendations.
30. Include the Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Incorporated Document (May 2020) as shown in the Panel preferred version.	Accepted. At the hearing, in response to questions from the Panel and to respond to VC148 and PPN01, officers proposed a new Incorporated Document which would contain the Statements of Significant for Victoria Street and Bridge Road. It contains the eight new heritage places included in the amendment.

Attachment 3 - Attachment 3 - Panel recommendations and officer response

Attachment 3

Panel recommendations	Officer response to Panel recommendation and reasons for response
	The *Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Incorporated Document (May 2020)* updated in line with Panel recommendations.

Attachment 4 - Attachment 4 - Yarra C245 - Comparison of exhibited version recommended for adoption

Attachment 4

Amendment C245 to the Yarra Planning Scheme

Comparison of *exhibited version* and the *version for adoption* and reasons for the change

The information in this table is based on the exhibited version of the amendment and the version of the amendment recommended for adoption by officers.

These tables only highlights aspects of the amendment where changes are proposed to the exhibition version. Elements of the amendment where no changes are proposed or very minor changes such as spelling mistakes or punctuation where there are no other changes are not included in the tables.

Clause 21.11 – Reference Documents

Clause	Exhibited	Version for adoption	Reason for change
Clause 21.11	The following documents were referenced in Clause 21.11: *Victoria Street and Bridge Road Built Form Review: Heritage Assessment, GJM Heritage (2018)* *Thematic Study of Theatres in the City of Yarra, Context Pty Ltd (2017)*	Delete: *Victoria Street and Bridge Road Built Form Review: Heritage Assessment, GJM Heritage (2018)* *Thematic Study of Theatres in the City of Yarra, Context Pty Ltd (2017)* Add: *Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Reference Document (May 2020)* ~~*Victoria Street and Bridge Road Built Form Review: Heritage Assessment, GJM Heritage (2018)*~~ ~~*Thematic Study of Theatres in the City of Yarra, Context Pty Ltd (2017)*~~ *Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Reference Document (May 2020)*	References to Reference Documents updated. At exhibition, Council proposed to include the *Victoria Street and Bridge Road Built Form Review: Heritage Assessment, GJM Heritage (2018)* and *Thematic Study of Theatres in the City of Yarra, Context Pty Ltd (2017)* as reference documents to the Scheme. In response to questioned raised by the Panel about reference and incorporated documents and the location of Statements of Significance, at the Panel officers proposed the creation of a new reference document which would include the Statements of Significance for properties in the Bridge Road and Victoria Street Activity Centres – the *Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Reference Document*. Council at its meeting of 26 November 2019 resolved to include the Statements of Significance for the Queens Parade Street Trees, GJM Victoria Street and Bridge Road Heritage Assessment and the Theatres Study (with Statements of Significance from other amendments such as Queens Parade) in the one document - the *Yarra High Streets: Statements of Significance*. The Panel thought the use of one document for all Yarra's Statements of Significance would be unwieldy. The Panel supported the inclusion of new document proposed at Panel focusing on Victoria Street and Bridge Road, as a reference document to the scheme. However it did not support the inclusion of the *Victoria Street and Bridge Road Built Form Review: Heritage Assessment, GJM Heritage (2018) as a reference document in Clauses 22.11 or 22.02-8.* It considered the important parts of the *Victoria Street and Bridge Road Built Form Review: Heritage Assessment* have been distilled into the *Yarra High Streets*

Attachment 4 - Attachment 4 - Yarra C245 - Comparison of exhibited version recommended for adoption

Attachment 4

Clause	Exhibited	Version for adoption	Reason for change
			(Victoria Street and Bridge Road) Statements of Significance: Reference Document. It considered the inclusion of both would cause potential confusion and duplication of material and is therefore unnecessary. The Panel also did not support the *Thematic Study of Theatres in the City of Yarra* as a reference document. The Theatres Study provided the basis for the internal controls. However given Council proposed to abandon internal controls for two of the theatres and the Panel recommended the abandoning internal controls for the other. This makes this reference document redundant. Officers support the Panel's recommendations in relation to the reference documents.

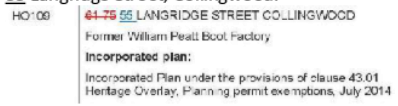
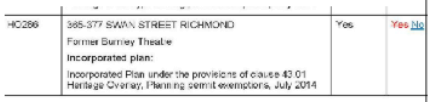
Clause 22.02 – Development Guidelines for Sites Subject to the Heritage Overlay

Clause	Exhibited	Version for adoption	Reason for change
Clause 22.02-8 References	The following documents were referenced in Clause 22.02-8: *Victoria Street and Bridge Road Built Form Review: Heritage Assessment, GJM Heritage (2018)* *Thematic Study of Theatres in the City of Yarra, Context Pty Ltd (2017)*	Delete: *Victoria Street and Bridge Road Built Form Review: Heritage Assessment, GJM Heritage (2018)* *Thematic Study of Theatres in the City of Yarra, Context Pty Ltd (2017)* Add: *Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Reference Document (May 2020)* ~~Victoria Street and Bridge Road Built Form Review: Heritage Assessment, GJM Heritage (2018)~~ ~~Thematic Study of Theatres in the City of Yarra, Context Pty Ltd (2017)~~ Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Reference Document (May 2020)	See reasons for Clause 21.11- Reference Documents. The same reasons apply.

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Schedule to Clause 43.01 - Heritage Overlay

HO Precinct	Exhibited	Version for adoption	Reason for change
HO109 – Former William Peatt Boot Factory	Remove the existing Heritage Overlay HO109 (55 Langridge Street, Collingwood – Former William Peatt Boot Factory) from land at 14 Glasgow Street, Collingwood. Change the address of HO109 in the schedule to Clause 43.01 (Heritage Overlay)	No change to HO109. Street address remains as 55 Langridge Street, Collingwood.  HO109 ~~61-75~~ 55 LANGRIDGE STREET COLLINGWOOD Former William Peatt Boot Factory **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Proposed changes to HO109 have been abandoned. The proposed changes in the amendment ie the deletion of HO109 from 14 Glasgow Street were to address a heritage mapping 'anomaly' and correct incorrect address. However following submissions, further investigations revealed: • the part of 14 Glasgow Street proposed for removal from HO109 contains a car park that has no heritage value but it also includes a small part of the significant c.1937 William Peatt building • the proposed new address for HO109 in the Heritage Overlay schedule and incorporated document is incorrect. It was therefore recommended the proposed changes to HO109 should be removed from Amendment C245 pending a further review. At its meeting on 26 November 2019, Council resolved to indicate to the Panel its intent to abandon the changes to this property pending further investigations. Panel agreed with Council position.
HO286 – Former Burnley Theatre	Apply internal alteration controls to HO286.	Deleted the requirement for internal alteration controls.  HO286 385-377 SWAN STREET RICHMOND Yes Yes No Former Burnley Theatre **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Requirement for internal controls deleted. Internal controls for the site were proposed at exhibition, however, after considering submissions Council, at its 26 November 2019 Council meeting, resolved to indicate to Panel an intention to abandon these controls. The Panel supported Council's position. It noted that the bar for applying internal controls to buildings is very high. *Planning Practice Note 1 (PPN01) – Applying the Heritage Overlay* is the starting point for the assessment of internal heritage controls. It states that '*This provision should be applied sparingly and on a selective basis to special interiors of high significance*'. It was also acknowledged that a significant amount of the internal fabric which was recognised in the citation, included in the Theatres Study, has now been removed (due to the water damage). The Panel concluded that the interior (or selected parts) did not meet the required threshold to warrant heritage controls.

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			Officers support the panel's position and have recommended Council abandon internal controls for the former Burnley Theatre. This is consistent with resolution passed by Council on 26 November 2019.
HO499 – Former Austral Theatre	Remove the site from HO324 and apply a site specific Heritage Overlay (HO499) to the whole of the site. Apply internal alteration controls.	Deleted HO499: 200-202 Johnston Street, Collingwood (Former Austral Theatre) from the Schedule to the HO. 	<u>Internal alteration controls</u> Requirement for internal controls deleted (noting the site-specific Heritage Overlay would also be deleted – see below). The former Austral Theatre was the only theatre of the three proposed for inclusion in C245 which Council resolved to progress internal controls following the receipt of submissions. The Panel did not support internal controls. It considered the interior of the building has been extensively modified and features have been removed to such an extent that the building does not display the required 'special interior of high significance' to justify internal heritage controls. It did not consider that the Theatres Study (which informed the proposed controls) provides appropriate justification for the inclusion of internal heritage controls for the former Austral Theatre. As with the former Burnley Theatre, the Panel did not believe that the remaining features within the building warrant the application of selective protection. Officers agree with the Panel and recommend Council abandon internal controls for the former Austral Theatre. Officers agree that the interior had undergone extensive adaptation including the removal of several key components such as the stage and proscenium. Numerous aspects of the interior emphasised in the Theatres Study are either no longer in evidence or are no longer intact. <u>Site-specific Heritage Overlay</u> Proposed HO499 deleted from the Schedule. The site would remain within the existing heritage precinct HO324. The application of HO499 as an individual Heritage Overlay to the former Austral Theatre was to facilitate the application of internal heritage controls to the site. As it has been concluded internal heritage controls should not apply to the site, there is no need for an individual Heritage Overlay to apply. This was supported by the Panel.

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HO504 – Former Richmond Theatre	Remove the site from HO310 and apply a site specific Heritage Overlay (HO504) Include internal alteration controls.	HO504: 311-317 Bridge Road, Richmond (Former Richmond Theatre) deleted 	Internal alteration controls Requirement for internal controls deleted (noting the site-specific Heritage Overlay would also be deleted – see below). Internal controls for the site were proposed at exhibition, however, after considering submissions Council at its 26 November 2019 Council meeting resolved to indicate to Panel an intention to abandon these controls. The Panel found that '*The extensive modifications to the interior of the building has diminished the heritage significance of the place to such an extent that it does not meet the required threshold to warrant internal heritage controls.*' Officers support the panel's position and have recommended Council abandon internal controls for the former Richmond Cinema. This is consistent with resolution passed by Council on 26 November 2019. Site specific Heritage Overlay Proposed HO504 deleted from the Schedule. The site would remain within the existing heritage precinct HO310. The application of HO504 as an individual Heritage Overlay to the former Richmond Theatre was to facilitate the application of internal heritage controls to the site. As it has been concluded internal heritage controls should not apply to the site, there is no need for an individual Heritage Overlay to apply. This was supported by the Panel.
HO525 – 637-639 Bridge Road, Richmond	Reference to the Statement of Significance was not included in the Schedule to the HO.	Added reference to the Statement of Significance: HO525 637-639 BRIDGE ROAD, RICHMOND Shop & Residence Incorporated plan: Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014 Statement of Significance: Shop and Residences 637-639 Bridge Road, Richmond Statement of Significance, included in Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Incorporated Document (May 2020)	Schedule to Clause 43.01 amended to specify that the Statement of Significance for 637-639 Bridge Road, Richmond, a 'new' heritage place, is included within *Yarra High Streets (Victoria Street and Bridge Road) Statement of Significance: Incorporated Document (May 2020).* 637-639 Bridge Road, Richmond is one of eight 'new' heritage places proposed for inclusion in the Scheme. It is currently within a precinct HO and is proposed for inclusion in a site specific overlay. This change was necessary to ensure the amendment is consistent with the requirements of VC148 (Clause 43.01-5) which requires new heritage places to include a reference to a Statement of Significance. It also requires the Statement of Significance is an incorporated document.
HO526 – 202-206 Church	Reference to the Statement of Significance was not included in the Schedule to the HO.	Added reference to the Statement of Significance:	Schedule to Clause 43.01 amended to specify that the Statement of Significance for 202-206 Church Street, Richmond, a 'new' heritage place,

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Street Richmond		HO526 202-206 CHURCH STREET, RICHMOND Halls Building **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014 **Statement of Significance:** Hall's Buildings 202-206 Church Street, Richmond Statement of Significance, included in Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Incorporated Document (May 2020)	is included within *Yarra High Streets (Victoria Street and Bridge Road) Statement of Significance: Incorporated Document (May 2020).* 202-206 Church Street, Richmond is one of eight 'new' heritage places proposed for inclusion in the Scheme. It is currently outside a HO and is proposed for inclusion in a site specific overlay. This change was necessary to ensure the amendment is consistent with the requirements of VC148 (Clause 43.01-5) which requires new heritage places to include a reference to a Statement of Significance. It also requires the Statement of Significance is an incorporated document.
HO527 – 32 & 34 Thomas Street, Richmond	Reference to the Statement of Significance was not included in the Schedule to the HO.	Added reference to the Statement of Significance: HO527 32 & 34 THOMAS STREET, RICHMOND Terraces **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014 **Statement of Significance:** Pair of Terrace Houses 32 and 34 Thomas Street, Richmond Statement of Significance, included in Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Incorporated Document (May 2020)	Schedule to Clause 43.01 amended to specify that the Statement of Significance for 32 and 34 Thomas Street, Richmond, a 'new' heritage place, is included within *Yarra High Streets (Victoria Street and Bridge Road) Statement of Significance: Incorporated Document (May 2020).* 32 and 34 Thomas Street, Richmond is one of eight 'new' heritage places proposed for inclusion in the Scheme. It is currently within an interim HO and is proposed for inclusion in a site specific Heritage Overlay. This change was necessary to ensure the amendment is consistent with the requirements of VC148 (Clause 43.01-5) which requires new heritage places to include a reference to a Statement of Significance. It also requires the Statement of Significance is an incorporated document.
HO528 – 635 Bridge Road, Richmond	Reference to the Statement of Significance was not included in the Schedule to the HO.	Added reference to the Statement of Significance: HO528 635 BRIDGE ROAD, RICHMOND Boland's Shop & Residence **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014 **Statement of Significance:** James Boland's Shop and Residence 635 Bridge Road, Richmond Statement of Significance, included in Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Incorporated Document (May 2020)	Schedule to Clause 43.01 amended to specify that the Statement of Significance for 635 Bridge Road, Richmond, a 'new' heritage place, is included within *Yarra High Streets (Victoria Street and Bridge Road) Statement of Significance: Incorporated Document (May 2020).* 635 Bridge Road, Richmond is one of eight 'new' heritage places proposed for inclusion in the Scheme. It is currently within a precinct HO and is proposed for inclusion in a site specific overlay. This change was necessary to ensure the amendment is consistent with the requirements of VC148 (Clause 43.01-5) which requires new heritage places to include a reference to a Statement of Significance. It also requires the Statement of Significance is an incorporated document.
HO529 – 529-533 Bridge Road, Richmond	Reference to the Statement of Significance was not included in the Schedule to the HO.	Added reference to the Statement of Significance:	Schedule to Clause 43.01 amended to specify that the Statement of Significance for 529-533 Bridge Road, Richmond, a 'new' heritage place, is included within *Yarra High Streets (Victoria Street and Bridge Road) Statement of Significance: Incorporated Document (May 2020).*

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		HO529 — 529-533 BRIDGE ROAD, RICHMOND Royal Oak Hotel **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014 **Statement of Significance:** Royal Oak Hotel 529-533 Bridge Road, Richmond Statement of Significance, included in Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Incorporated Document (May 2020)	637-639 Bridge Road, Richmond is one of eight 'new' heritage places proposed for inclusion in the Scheme. It is currently within a precinct HO and is proposed for inclusion in a site specific overlay. This change was necessary to ensure the amendment is consistent with the requirements of VC148 (Clause 43.01-5) which requires new heritage places to include a reference to a Statement of Significance. It also requires the Statement of Significance is an incorporated document.
HO530 - 597-599 Bridge Road, Richmond	Reference to the Statement of Significance was not included in the Schedule to the HO.	Added reference to the Statement of Significance: HO530 — 597-599 BRIDGE ROAD, RICHMOND Whipps Terrace **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014 **Statement of Significance:** Whipp's Terrace 597-599 Bridge Road, Richmond Statement of Significance, included in Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Incorporated Document (May 2020)	Schedule to Clause 43.01 amended to specify that the Statement of Significance for 597-599 Bridge Road, Richmond, a 'new' heritage place, is included within *Yarra High Streets (Victoria Street and Bridge Road) Statement of Significance: Incorporated Document (May 2020).* 597-599 Bridge Road, Richmond is one of eight 'new' heritage places proposed for inclusion in the Scheme. It is currently within a precinct HO and is proposed for inclusion in a site specific overlay. This change was necessary to ensure the amendment is consistent with the requirements of VC148 (Clause 43.01-5) which requires new heritage places to include a reference to a Statement of Significance. It also requires the Statement of Significance is an incorporated document.
HO531 – 534-534A Bridge Road, Richmond	Reference to the Statement of Significance was not included in the Schedule to the HO.	Added a reference to the Statement of Significance: HO531 — 534-534A BRIDGE ROAD, RICHMOND Flour Mill & Grain Store Complex (former) **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014 **Statement of Significance:** Flour Mill and Grain Store Complex (former) 518-524, 534 and 534A Bridge Road, Richmond Statement of Significance, included in Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Incorporated Document (May 2020)	Schedule to Clause 43.01 amended to specify that the Statement of Significance for 534-534A Bridge Road, Richmond, a 'new' heritage place, is included within *Yarra High Streets (Victoria Street and Bridge Road) Statement of Significance: Incorporated Document (May 2020).* 534-534A Bridge Road, Richmond is one of eight 'new' heritage places proposed for inclusion in the Scheme. It is currently within a precinct HO and is proposed for inclusion in a site specific overlay. This change was necessary to ensure the amendment is consistent with the requirements of VC148 (Clause 43.01-5) which requires new heritage places to include a reference to a Statement of Significance. It also requires the Statement of Significance is an incorporated document.
HO532 – 325-333 Bridge Road, Richmond	Reference to the Statement of Significance was not included in the Schedule to the HO.	Added a reference to the Statement of Significance:	Schedule to Clause 43.01 amended to specify that the Statement of Significance for 325-333 Bridge Road, Richmond, a 'new' heritage place, is included within *Yarra High Streets (Victoria Street and Bridge Road) Statement of Significance: Incorporated Document (May 2020).* 325-333 Bridge Road, Richmond is one of eight 'new' heritage places proposed for inclusion in the Scheme. It is currently within a precinct HO and is proposed for inclusion in a site specific overlay.

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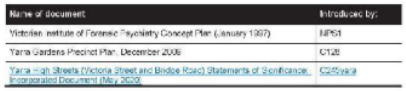
Attachment 4

		HO532	325-333 BRIDGE ROAD, RICHMOND Richmond Town Hall **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014 **Statement of Significance:** Richmond Town Hall 325-333 Bridge Road, Richmond Statement of Significance, included in Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Incorporated Document (May 2020)	This change was necessary to ensure the amendment is consistent with the requirements of VC148 (Clause 43.01-5) which requires new heritage places to include a reference to a Statement of Significance. It also requires the Statement of Significance is an incorporated document.

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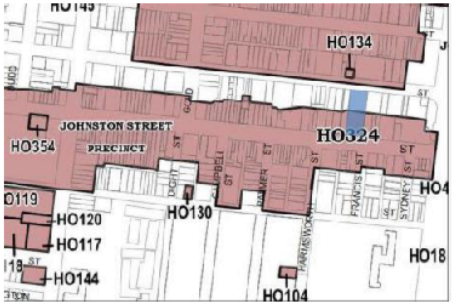
Schedule to Clause 72.04 – Schedule to documents incorporated in this Planning Scheme

Exhibited	Version for adoption	Reason for change
Schedule to Clause 72.04 – Schedule to documents incorporated in this Planning Scheme only changed the title of the document containing Yarra's heritage gradings from *Appendix 8 – City of Yarra review of Heritage Overlay Areas, Graeme Butler and Associates (2007)* to *City of Yarra Database of Heritage Significant Areas, July 2019*	Included a reference to the following new incorporated document: *Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Incorporated Document (May 2020)*  Name of document / Introduced by: Victorian Institute of Forensic Psychiatry Concept Plan (January 1997) / MPS1 Yarra Gardens Precinct Plan, December 2006 / C128 Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance, Incorporated Document (May 2020) / C245yara	The schedule to Clause 72.04 amended to include the *Yarra High Streets (Victoria Street and Bridge Road) Statement of Significance: Incorporated Document (May 2020)*. The *Yarra High Streets (Victoria Street and Bridge Road) Statement of Significance: Incorporated Document (May 2020)* was developed in response to questions raised by the Panel about reference and incorporated documents and the location of Statements of Significance. At the hearing, officers proposed the creation of a new incorporated document to comply with VC148. VC148 requires the Statements of Significance for all 'new' heritages places to be in the form of an incorporated document to the scheme. This document includes the Statements of Significance for the eight 'new' Heritage Overlays referred to above (ie HO525 to HO532 inclusive). This approach was supported by the Panel.

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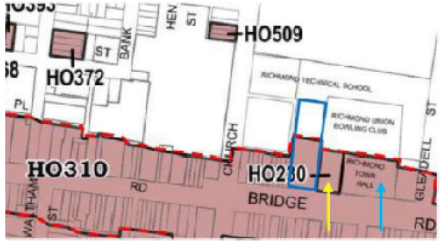
Attachment 4

Heritage Overlay Maps

Property	Exhibited	Version for adoption	Reason for change
200-202 Johnston Street, Collingwood: Former Austral Theatre	No change to HO324 was proposed at exhibition.HO324 does extend over the entire site at 200-202 Johnston Street, Collingwood (former Austral Theatre).	Extended HO324 to cover the entire site at 200-202 Johnston Street, Collingwood.  	HO324 extended to cover the entire site at 200-202 Johnston Street, Collingwood (former Austral Theatre). The current extent of HO324 does not include the entire site at 200-202 Johnston Street, Collingwood-half the property is outside the HO. In C245, a site specific HO was proposed which applied to the whole of the property. The site-specific HO was not supported by the Panel, however Panel did support the extension of the existing HO, HO324 to the entire site. (The extension of the boundary was supported by all parties at the Panel hearing.) Officers support this recommendation. The extension of the HO is necessary to ensure the appropriate management and protection of the heritage significance and values of the place and complies with Planning Practice Note 1 (PPN01).
	New site specific heritage overlay (HO499) to apply to the former Austral Theatre (200-202 Johnston Street).	Deleted HO499	Site-specific Heritage Overlay, HO499 deleted from the site. As outlined above, under Clause 43.01 – Schedule to Heritage Overlay, the application of HO499 as an individual Heritage Overlay to the former Austral Theatre was proposed to facilitate the application of internal heritage controls for the site. As it has been recommended by the Panel and supported by officers that internal heritage controls should not apply to the site, there is no need for an individual Heritage Overlay to apply. The site should remain within the existing heritage precinct HO324, which is to be extended to cover the entire property (see above). The Panel did not consider there was a need for a site specific HO and supported the deletion of HO499.

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Property	Exhibited	Version for adoption	Reason for change
311-317 Bridge Road, Richmond: Former Richmond Theatre	HO310 did not extend over the entire site at 311-317 Bridge Road, Richmond (former Richmond Theatre).	Extended HO310 to cover the entire site at 311-317 Bridge Road, Richmond. 	HO310 extended to cover to entire former Richmond Theatre site. The current extent of HO310 does not include the entire site at 311-317 Bridge Road, Richmond. As with the Austral Theatre, in C245 a site specific HO was proposed which applied to the whole of the property. The site-specific HO was not supported by the Panel, however it did recommend the extension of the existing HO, HO310 to the entire site. Officers support this recommendation. The extension of the HO is necessary to ensure the appropriate management and protection of the heritage significance and values of the place and complies with Planning Practice Note 1 (PPN01).
	New individual heritage overlay (HO504) to apply to the site of the former Richmond Theatre (311-317 Bridge Road).	Deleted HO504	Site specific Heritage Overlay for former Richmond Theatre deleted. As outlined above (under Clause 43.01 – Schedule to Heritage Overlay), the application of HO504 as an individual Heritage Overlay to the former Richmond Theatre was proposed to facilitate the application of internal heritage controls for the site. As it has been recommended by the Panel and supported by officers that internal heritage controls should not apply to the site, there is no need for an individual Heritage Overlay to apply. The site should remain within the existing heritage precinct HO310, which is to be extended to cover the entire property (see above). The Panel did not consider there was a need for a site specific HO and supported the deletion of HO504.
55 Langridge Street, Collingwood: former William	Delete the existing Heritage Overlay HO109 (55 Langridge Street, Collingwood – Former William Peatt Boot Factory) from land at 14 Glasgow Street, Collingwood.	Retained HO109 on land at 14 Glasgow Street, Collingwood (ie no change to current extent).	As outlined above under Clause 43.01 – Schedule to Heritage Overlay, at the 26 November 2019 Council Meeting following the receipt of submissions, Council resolved to abandon this change.

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Property	Exhibited	Version for adoption	Reason for change
Peatt Boot Factory			Advice from heritage experts revealed that HO109 should be retained over the land at 14 Glasgow Street, pending further investigation as it was considered some elements of the factory are located on this site. It was concluded that the proposed changes to HO109 be excluded from the amendment as they require further heritage investigation. The Panel supported abandoning this aspect of C245.

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City of Yarra Database of Heritage Significant Areas, July 2019 (*formerly Appendix 8 – City of Yarra review of Heritage Overlay Areas*) (Incorporated Document)

Property	Exhibited	Version for adoption	Reason for change
27 Alexandra Parade, Fitzroy North: St Brigid's former convent	St Brigid's former convent at 27 Alexandra Parade, Fitzroy North did not have a heritage grading (ie was ungraded).	New entry to include the St Brigid's former convent (at 27 Alexandra Parade, Fitzroy North) and grade it 'contributory'. 	The Panel found that all land within the St. Brigid's Catholic Church complex should be included within HO327. It also recommended the City of Yarra Database of Heritage Significant Areas (Appendix 8) should be modified to include all buildings in the complex. St Brigid's former convent was ungraded. At the hearing, Council's heritage expert proposed that the building be graded 'contributory'. The Panel supported the application of a 'contributory' gradings to 27 Alexandra Parade (St Brigid's former convent).
20 York Street, Fitzroy North: St Brigid's School	St Brigid's School at 20 York Street, Fitzroy North did not have a heritage grading (ie was ungraded).	New entry to include the St Brigid's School (at 20 York Street, Fitzroy North) and grade it 'contributory'. 	The Panel found that all land within the St. Brigid's Catholic Church complex should be included within HO327. It also recommended the City of Yarra Database of Heritage Significant Areas (Appendix 8) should be modified to include all buildings in the complex. St Brigid's School was ungraded. At the hearing, Council's heritage expert proposed that the building be graded 'contributory'. The Panel supported the application of a 'contributory' grading to 20 York Street (St Brigid's School).
55 Langridge Street, Collingwood: former William Peatt Boot Factory	Change the address of HO109 in the Incorporated Document titled City of Yarra Database of Heritage Significant Areas, July 2019, from 55 Langridge Street, Collingwood to 61-75 Langridge Street, Collingwood.	No change to HO109. Street address remains as 55 Langridge Street, Collingwood.	Proposed changes have been abandoned. The proposed changes were to address a heritage mapping 'anomaly' and incorrect address. However following submissions, further investigations revealed the proposed new address for HO109 in the Heritage Overlay schedule and incorporated document is incorrect.

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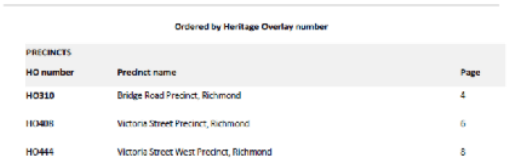
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Property	Exhibited	Version for adoption	Reason for change
			It was therefore recommended the proposed changes to HO109 should be removed from Amendment C245 pending a further review. At its meeting on 26 November 2019, Council resolved to indicate to the Panel its intent to abandon the changes to this property pending further investigations. Panel agreed with Council position. No change has been made to address in the incorporated document.

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Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Reference Document (May 2020)

Exhibited	Version for adoption	Reason for change
Document did not exist at exhibition.	Created new reference document called: *Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Reference Document (May 2020)* which includes:  Ordered by Heritage Overlay number PRECINCTS HO number / Precinct name / Page HO310 Bridge Road Precinct, Richmond 4 HO408 Victoria Street Precinct, Richmond 6 HO444 Victoria Street West Precinct, Richmond 8 Cont.	A new reference document was created which contains the Statements of Significance for Victoria Street and Bridge Road (see Clause 21.11 – Reference Documents Table above for an explanation). The Statements of Significance in this document have been sourced from the *Victoria Street and Bridge Road Built Form Review Heritage Assessments, GJM Heritage (2018)* (exhibited as part of Amendment C245). The new reference document includes: • Three precinct Statements of Significance; and • 31 Statements of Significance for individually significance places. There has been no change to the content or wording of these Statement of Significance. (They are as exhibited in the GJM Heritage Assessment.) As the Statements of Significance are not considered 'new' heritage places in the Scheme (under PPN01 and VC148) they do not need to be incorporated into the scheme. <u>Statements of Significances for the three cinemas:</u> The Panel did not support Council's proposed changes to the existing / new individual Statements of Significance for the three theatres or to the Precinct Statements of Significance in the case of the former Austral Theatre and Richmond Cinema. Similarly it did not support references to the Theatres Study. Officers accept the Panel recommendations but note that the existing Statements of Significance for the former Austral and Burnley Theatres and Precinct Statements of Significance which applies to Johnston

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	INDIVIDUALLY SIGNIFICANT PLACES **HO number** / VHR number — **Name** — **Address** — **Page** **HO53** — Former Savings Bank — 231 Victoria Street, Abbotsford — 11 **HO54** — Former National Bank of Australasia — 261 Victoria Street, Abbotsford — 12 HO55 — Shops — 275-277 Victoria Street, Abbotsford — 13 HO56 — Shops — 295 Victoria Street, Abbotsford — 14 HO57 — Shops — 297-301 Victoria Street, Abbotsford — 15 HO58 — Shops — 371-377 Victoria Street, Abbotsford — 16 HO59 — Former East Collingwood Hotel — 385 Victoria Street, Abbotsford — 17 HO60 — Shops — 459-465 Victoria Street, Abbots — 18 HO61 — Shops — 511 Victoria Street, Abbotsford — 19 HO62 — Terminus Hotel, Former Bricklayers Arms Hotel — 605 Victoria Street, Abbotsford — 20 HO63 — Former Crusader Plate Building — 651 Victoria Street, Abbotsford — 21 HO64 — Former Handley & Tilley Building — 653-657 Victoria Street, Abbotsford — 22 HO65 — Former Alma Woolworks Complex — 661-665 Victoria Street, Abbotsford — 23 HO230 — Richmond Police Station — 319-325 Bridge Road, Richmond — 24 HO259 / VHR H1149 — Palace Sign — 21-31 Goodwood Street, Richmond — 25 HO260 / VHR H1610 — Former Gas Inspector's Residences — 7 Gleadell Street, Richmond — 26 Cont.	Street – HO324, which are contained in other reference documents, will continue to apply. The Statement of Significance for Bridge Road has been updated by this amendment and is contained in the new reference document. However the Panel did not support any changes to the SOS in relation to the former Richmond Cinema.

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	HO289	House	316 Victoria Street, Richmond	27
	HO290	Byrne's Arcade Terrace	318-320 Victoria Street, Richmond	28
	HO291	Former Simpson's Glove Factory	488-496 Victoria Street, Richmond	29
	HO553 VHR 2063	Skipping Girl Neon Sign	651-653 Victoria Street, Abbotsford	30
	HO416	Quint Café/Former Duke of Albany Hotel	823-825 Victoria Street, Abbotsford	31
	INDIVIDUALLY SIGNIFICANT PLACES WITHIN PRECINCTS			
	HO number	**Name/description**	**Address**	**Page**
	HO310	Grynberg Drapers Shop and Office	99-101 Bridge Road, Richmond	33
	HO310	Shops & residences	108-112 Bridge Road, Richmond	34
	HO310	Wustermann's Buildings, Shop & residence	138-144 Bridge Road, Richmond	35
	HO310	London Baby Carriage Manufacturers Pty. Ltd. Factory and showroom	153-161 Bridge Road, Richmond	36
	HO310	Former Melbourne Savings Bank	184 Bridge Road, Richmond	37
	HO310	Shop & Residence	199-205 Bridge Road, Richmond	38
	HO310	National Bank of Australasia, former	251 Bridge Road, Richmond	39
	HO310	Former Commonwealth Savings Bank of Australia and residence	267 Bridge Road, Richmond	40
	HO310	Theobalds Building	294 Bridge Road, Richmond	41
	HO310	Shops & residences	381-389 Bridge Road, Richmond	42

Attachment 4 - Attachment 4 - Yarra C245 - Comparison of exhibited version recommended for adoption

Attachment 4

Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Incorporated Document (May 2020)

Exhibited	Version for adoption	Reason for change
Document did not exist at exhibition.	Created new incorporated document called: *Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Incorporated Document (May 2020*) which includes: Ordered by Heritage Overlay number INDIVIDUALLY SIGNIFICANT PLACES HO number / VHR number — Name — Address — Page HO525 — Shop & Residences — 637-39 Bridge Road, Richmond — 3 HO526 — Hall's Buildings — 202-206 Church Street, Richmond — 4 HO527 — Pair of Terrace Houses — 32 & 34 Thomas Street, Richmond — 5 HO528 — James Boland's Shop and Residence — 635 Bridge Road, Richmond — 6 HO529 — Royal Oak Hotel — 529-533 Bridge Road, Richmond — 7 HO530 — Whipp's Terrace — 597-599 Bridge Road, Richmond — 8 HO531 — Flour Mill & Grain Store Complex (Former) — 584-584A Bride Road, Richmond — 9 HO532 — City Hall, Richmond Municipal Offices & Former Court House (Richmond Town Hall) — 325-333 Bridge Road, Richmond — 10	As outlined in PPN01, the statements of significance for new Heritage Overlays need to be incorporated into the Planning Scheme. HO525-HO532 are new heritage overlays. Their statements were only included as reference documents at exhibition. A new document - *Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Incorporated Document (May 2020*) was created to incorporate the new statements of significance (see the *Schedule to Clause 72.04 – Schedule to documents incorporated in this Planning Scheme Table* above for further explanation). The new document will ensure compliance with the Practice Note and VC148. The Statements of Significance in this document have been sourced from the *Victoria Street and Bridge Road Built Form Review Heritage Assessments, GJM Heritage (2018)* (exhibited as part of Amendment C245). There has been no change to the content or wording of these Statement of Significance. (They are as exhibited in the GJM Heritage Assessment.) The other Statements of Significance included in the GJM work are contained in the *Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Reference Document (May 2020)*

Note: This document includes only relevant pages (proposed changes) the full version will be sent to the Minister for Approval

CITY OF YARRA

Database of Heritage Significant Areas

July 2020

Formerly

'Appendix 8 - City of Yarra review of Heritage Overlay Areas, Graeme Butler and Associates (2007)'



City of Yarra - Database of Heritage Significant Areas

The following is an extract from the City of Yarra Heritage Database listing the heritage status of properties within each Heritage Overlay. As requested by the City of Yarra, the table is arranged in heritage overlay number order and then address order within that group. Victorian Heritage Register (VHR) properties have a second listing within Heritage Overlay Areas as recognition of their contribution to each area.

Data fields in City of Yarra Heritage Database extract

Name
Typically as place type only i.e. *Shop and Residence*, if not a house/residence or with no known historical name

Address
Street name and number, suburb

City of Yarra property number
The City of Yarra Property number as at 2005-2018

Significance
(From given range as below)

Significance	Definition
Unknown	Insufficient data to allow an assessment from the public domain.
Not Contributory	Not contributory to identified cultural value of heritage overlay area as stated in the Statement of Significance.
Contributory	Contributory to identified cultural values of heritage overlay areas as stated in the Statement of Significance.
Individually Significant	Aesthetically, historically, scientifically, and/or socially significant at the Local level and contributory or complementary to the Heritage Overlay Area.
Victorian Heritage Register	On the Victorian Heritage Register (VHR) as aesthetically, historically, scientifically, and/or social significant at the State level and contributory or complementary to the Heritage Overlay Area.

Date range
Estimated primary creation date of typically publically visible fabric only.

Attachment 5 - Attachment 5 - Yarra C245 - Database of Heritage Significant Areas July 2020

HO12								
HO12	Grosvenor	Street	28-36	Abbotsford	Phoenix Biscuit Co. complex, Former, later Wesons	319280	Individually significant	1889
HO13								
HO13	Grosvenor	Street	13	Abbotsford	House	109350	Individually significant	1867
HO14								
HO14	Grosvenor	Street	19	Abbotsford	House	109365	Individually significant	1860-1870
HO15								
HO15	Hoddle	Street	2	Abbotsford	Robert Reid Clothing Factory, former	104050	Individually significant	1890
HO16								
HO16	Hoddle	Street	48	Abbotsford	Yorkshire Stingo Hotel	104125	Individually significant	1915
HO17								
HO17	Hoddle	Street	140	Abbotsford	Collingwood Town Hall	104275	Victorian Heritage Register	1890, 1938
HO18								
HO18	Hoddle	Street	198-210	Abbotsford	Whybrow's Shoe Factory, former	109590	Individually significant	1919
HO19								
HO19	Hoddle	Street	324-326	Abbotsford	Trescowthick's Boot Factory, former	109695	Individually significant	1910
HO20								
HO20	Johnston	Street	265	Abbotsford	House	113080	Individually significant	1910
HO21								
HO21	Johnston	Street	293-297	Abbotsford	Yarra Hotel	113155	~~Individually significant~~ Not contributory	1850-1659
HO22								
HO22	Johnston	Street	395	Abbotsford	House	113290	Individually significant	1900
HO23								
HO23	Johnston	Street	397	Abbotsford	House	113295	Individually significant	1900
HO24								
HO24	Langridge	Street	202	Abbotsford	Williams Shoe Factory, former	105370	Individually significant	1909

Attachment 5 - Attachment 5 - Yarra C245 - Database of Heritage Significant Areas July 2020

HO98								
HO98	Derby	Street	1	Collingwood	Adamson house, later Derby House	100805	Individually significant	1876
HO99								
HO99	Derby	Street	2	Collingwood	House	100925	Individually significant	1875
HO100								
HO100	Derby	Street	3	Collingwood	Terrace, part	100810	Individually significant	1876
HO100	Derby	Street	3-7	Collingwood	Terrace	100810	Individually significant	1876
HO100	Derby	Street	5	Collingwood	Terrace, part	100815	Individually significant	1876
HO100	Derby	Street	7	Collingwood	Terrace, part	100820	Individually significant	1876
HO101								
HO101	Derby	Street	4-6	Collingwood	Car park (rear of 8 Derby Street)	0	Not contributory	Unknown
HO101	Derby	Street	8	Collingwood	Johnston house	100915	Individually significant	1871
HO102								
HO102	Derby	Street	10-12	Collingwood	Terrace, part	100910	Individually significant	1868-1869
HO102	Derby	Street	14-16	Collingwood	Terrace, part	100905	Individually significant	1868-1869
HO102	Derby	Street	18	Collingwood	Residence (Terrace, part	100900	Contributory	1872
HO102	Derby	Street	20	Collingwood	Residence (Terrace, part	100895	Contributory	1872
HO102	Derby	Street	22	Collingwood	Hotel & Residence (Terrace, part)	100890	Contributory	1872
HO102	Langridge	Street	7	Collingwood	Townhouse	439980	Not contributory	2010s
HO103								
HO103	Gipps	Street	51-55	Collingwood	Glasshouse Hotel	102055	Individually significant	1917-18
HO104								
HO104	Harmsworth	Street	45	Collingwood	Collingwood Children's Church, Former	123690	Individually significant	1876
HO105								
HO105	Islington	Street	16	Collingwood	Smalley & Harkness	343410	Individually significant	1898
HO106								
HO106	Islington	Street	61	Collingwood	James Hood & Co. Malt House, complex	103300	Individually significant	1878-
HO107								
HO107	Johnston	Street	8-10	Collingwood	Belmont	121330	Victorian Heritage Register	1850-1880
HO108								
HO108	Keele	Street	51	Collingwood	Dairy and Residence, former	125045	Individually significant	1891c-
HO109								

Attachment 5 - Attachment 5 - Yarra C245 - Database of Heritage Significant Areas July 2020

HO109	Langridge	Street	~~5561-75~~	Collingwood	William Peatt Boot Factory, former	100940	Individually significant	1906
HO110								
HO110	Langridge	Street	143	Collingwood	Terrace	100995	Individually significant	1884
HO110	Langridge	Street	145 (part)	Collingwood	Terrace	101000	Individually significant	1884
HO111								
HO111	Langridge	Street	147	Collingwood	Terrace	101005	Individually significant	1884
HO111	Langridge	Street	149	Collingwood	Terrace	101010	Individually significant	1884
HO112								
HO112	Langridge	Street	151	Collingwood	Terrace	101015	Individually significant	1884
HO112	Langridge	Street	153	Collingwood	Terrace	101020	Individually significant	1884
HO113								
HO113	Langridge	Street	160	Collingwood	Terrace	101085	Individually significant	1887-8
HO113	Langridge	Street	162	Collingwood	Terrace	101080	Individually significant	1887-8
HO113	Langridge	Street	164	Collingwood	Terrace	101075	Individually significant	1887-8
HO113	Langridge	Street	166	Collingwood	Terrace	101070	Individually significant	1887-8
HO113	Langridge	Street	168	Collingwood	Terrace	101065	Individually significant	1887-8
HO113	Langridge	Street	170	Collingwood	Terrace	101060	Individually significant	1887-8
HO113	Langridge	Street	172	Collingwood	Terrace	101055	Individually significant	1887-8
HO113	Langridge	Street	174	Collingwood	Terrace	101050	Individually significant	1887-8
HO113	Langridge	Street	176	Collingwood	Terrace, part	101045	Individually significant	1887-8
HO114								
HO114	~~Vere~~ Islington	Street	~~49-47 (part)~~ (near) 130	Collingwood	Doll's House	137890	Victorian Heritage Register	1880-1890
HO115								
HO115	Napoleon	Street	12	Collingwood	Houses	120140	Individually significant	1850-1860
HO116								
HO116	Northumberland	Street	21	Collingwood	Victoria Old Distillery, former	287445	Individually significant	1862-
HO117								
HO117	Otter	Street	34-38 (part)	Collingwood	St Joseph's Roman Catholic Presbytery	120065	Individually significant	1903
HO118								
HO118	Otter	Street	46	Collingwood	St Joseph's Roman Catholic Presbytery	120065	Individually significant	1860-1891
HO119								
HO119	Otter	Street	34-38 (part)	Collingwood	St Joseph's Roman Catholic Presbytery	120065	Individually significant	1912
HO120								
HO120	Otter	Street	34-38 (part)	Collingwood	St Joseph's Roman Catholic Presbytery	120065	Individually significant	1886

Attachment 5 - Attachment 5 - Yarra C245 - Database of Heritage Significant Areas July 2020

HO131	Rokeby	Street	121	Collingwood	United Tannery and Boot Factory, former	335960	Individually significant	1876
HO132								
HO132	Rupert	Street	89	Collingwood	Davis Pickle and Sauce Factory, former	102830	Individually significant	1925
HO133								
HO133	Sackville	Street	25	Collingwood	Methodist Mission Church, former part	285900	Individually significant	1886
HO133	Sackville	Street	27	Collingwood	Methodist Mission Church, former part	285905	Individually significant	1886
HO134								
HO134	Sackville	Street	136	Collingwood	Singapore Cottage	124055	Victorian Heritage Register	1850s
HO135								
HO135	Smith	Street	114	Collingwood	Grace Darling Hotel	100230	Victorian Heritage Register	1854-
HO136								
HO136	Smith	Street	174	Collingwood	Collingwood Post Office, former	333480	Victorian Heritage Register	1891-2
HO137								
HO137	Stanley	Street	2	Collingwood	House	119935	Individually significant	1870-1880
HO138								
HO138	Victoria	Parade	135-141	Collingwood	Prince Patrick Hotel and shops, part	100610	Individually significant	1887
HO138	Victoria	Parade	141	Collingwood	Prince Patrick Hotel and shops, part	100600	Individually significant	1887
HO139								
HO139	Victoria	Parade	159	Collingwood	Ebenezer Particular Baptist Church, former	100565	Individually significant	1870
HO140								
HO140	Wellington	Street	59	Collingwood	The Vine Hotel	101865	Individually significant	1915-1925
HO141								
HO141	Robert	Street	1-21	Collingwood	Yorkshire Brewery, former	294210	Victorian Heritage Register	1876-
HO141	Wellington	Street	88	Collingwood	Yorkshire Brewery, former	294210	Victorian Heritage Register	1876-
HO141	Waterloo	Road	24	Collingwood	Warehouse	284365	Not contributory	Unknown
HO141	Waterloo	Road	26	Collingwood	Warehouse	284360	Not contributory	Unknown
HO141	Waterloo	Road	28	Collingwood	Warehouse	284355	Not contributory	Unknown
HO141	Waterloo	Road	30	Collingwood	Warehouse	284350	Not contributory	Unknown
HO141	Rokeby	Street	85	Collingwood	Warehouse	284345	Not contributory	Unknown
HO141	Rokeby	Street	87	Collingwood	Warehouse	284340	Not contributory	Unknown
HO141	Rokeby	Street	89	Collingwood	Warehouse	284335	Not contributory	Unknown
HO141	Rokeby	Street	91	Collingwood	Warehouse	284330	Not contributory	Unknown
HO141	Robert	Street	23	Collingwood	Warehouse	284310	Not contributory	Unknown
HO141	Robert	Street	25	Collingwood	Warehouse	284315	Not contributory	Unknown
HO141	Robert	Street	27	Collingwood	Warehouse	284320	Not contributory	Unknown
HO141	Robert	Street	29	Collingwood	Warehouse	284325	Not contributory	Unknown

Attachment 5 - Attachment 5 - Yarra C245 - Database of Heritage Significant Areas July 2020

HO272								
HO272	Kent	Street	175	Richmond	House	155725	Individually significant	1880-1890
HO273								
HO273	Lesney	Street	36	Richmond	Grunberg house	160150	Victorian Heritage Register	1854
HO274								
HO274	Lord	Street	131	Richmond	Richmond Fire Station, former	200670	Individually significant	1893
HO275								
HO275	Madden	Grove	41	Richmond	Warehouse	158320	Individually significant	1860-1870
HO276								
HO276	Mary	Street	347	Richmond	Richmond Terminal Station	159085	Individually significant	1928-30
HO278								
HO278	Murphy	Street	15	Richmond	Kilmarnock or Clark house	192755	Individually significant	1908
HO279								
HO279	Church	Street	658	Richmond	New Australian Electric Lighting Co. Power Station, former	282395	Victorian Heritage Register	1890-1922
HO280								
HO280	Punt	Road	419	Richmond	House	166630	Individually significant	1872
HO280	Punt	Road	421	Richmond	House	166635	Individually significant	1872
HO281								
HO281	Punt	Road	end	Richmond	Hoddle Bridge, Yarra River	0	Individually significant	1938
HO282								
HO282	Palmer	Street	153 (part)	Richmond	J Kennon & Sons Wool Store, former	168560	Individually significant	1922
HO283								
HO283	Somerset	Street	179 (rear)	Richmond	St James Roman Catholic Church	156835	Individually significant	1900
HO284								
HO284	Stawell	Street	2	Richmond	Fincham Organ Factory	171230	Individually significant	1896-
HO285								
HO285	Swan	Street	291	Richmond	Central Club Hotel, former	190885	Individually significant	1888
HO286								
HO286	Swan	Street	365-377	Richmond	Burnley Theatre, former	190805	Individually significant	1928

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HO296	Wellington	Street	87	Cremorne	Warrick Terrace, part	166220	Individually significant	1893
HO296	Wellington	Street	88	Cremorne	Leicester Terrace, part	166255	Individually significant	1893
HO296	Wellington	Street	89	Cremorne	Warrick Terrace, part	166225	Individually significant	1893
HO296	Wellington	Street	90	Cremorne	Leicester Terrace, part	166250	Individually significant	1893
HO296	Wellington	Street	91	Cremorne	Warrick Terrace, part	166230	Individually significant	1893
HO296	Wellington	Street	92	Cremorne	Leicester Terrace, part	166245	Individually significant	1893
HO296	Wellington	Street	93	Cremorne	Warrick Terrace, part	166235	Individually significant	1893
HO296	Wellington	Street	94	Cremorne	Leicester Terrace, part	166240	Individually significant	1893
HO297								
HO297	Yarra	Boulevard	Off	Richmond	Hawthorn Railway Bridge, Yarra River	0	Individually significant	1861, 1939
HO298								
HO298	The	Boulevard	Off	Burnley	Corroboree Tree, Burnley Gardens	0	Individually significant	unknown
HO299								
HO299	The	Boulevard		Burnley	The Boulevard Parklands	0	Individually significant	1838-, 1930s
HO299	Bellevue	Street	Off	Burnley	Park Keepers Cottage	0	Individually significant	Unknown
HO300								
HO300	Yarra Bend	Road	Off	Yarra Bend	Fitzroy City Council Quarry, later part Westfield Reserve, later Bluestone Quarry, Yarra Bend Park	0	Individually significant	1850-1890
HO301								
HO301	Yarra Bend	Road	Off	Yarra Bend	Yarra Bend Lunatic Asylum site & gatepost (includes Asylum Gate Pillar, Remnant Trees), Yarra Bend Park	0	Victorian Heritage Register	1860-
HO302								
HO302	Yarra Bend	Road	Off	Yarra Bend	Deep Rock Swimming Club site, includes fountain stone and pioneer memorial stones	0	Individually significant	unknown
HO303								
HO303	Yarra Bend	Road	Off	Fairfield	Queen's Memorial Infectious Diseases hospital, later Fairfield Hospital Complex (former)	0	Victorian Heritage Register	1901-1940
HO304								
HO304	Yarra Bend	Road	Off	Yarra Bend	Yarra Bend Golf Club House	0	Individually significant	1936
HO305								
HO305	Yarra Bend	Road	Off	Yarra Bend	Kane's Bridge, Yarra River	0	Individually significant	1928, 1934
HO306								
HO306	The	Boulevard	Off	Burnley	Horticultural Society of Victoria experimental garden, later Burnley Garden	0	Individually significant	1863-
HO307								

Attachment 5 - Attachment 5 - Yarra C245 - Database of Heritage Significant Areas July 2020

HO310	Bridge	Road	36	Richmond	Shop & residence	182200	Contributory	1850-1890
HO310	Bridge	Road	37	Richmond	Eleanor, Shop & Residence	349510	Contributory	1922
HO310	Bridge	Road	38	Richmond	Shop & residence	315630	Contributory	1870-1890
HO310	Bridge	Road	39	Richmond	Shop & residence	349630	Contributory	1887
HO310	Bridge	Road	40	Richmond	Shop & residence	182190	Contributory	1870-1890
HO310	Bridge	Road	41	Richmond	Shop & residence	349610	Contributory	1887
HO310	Bridge	Road	42	Richmond	Shop & residence	182185	Contributory	1870-1890
HO310	Bridge	Road	43	Richmond	Breisgau, Shop & residence	180990	Individually Significant	1887
HO310	Bridge	Road	44	Richmond	Shop & residence	182180	Contributory	1870-1890
HO310	Bridge	Road	45	Richmond	Shop & residence	181025	Individually Significant	1880-1910?
HO310	Bridge	Road	46	Richmond	Lovell Bros. Hairdresses Tabacconists Billiards	182175	Individually Significant	1870-1890
HO310	Bridge	Road	47	Richmond	Shop & residence	181030	Contributory	1880-1910?
HO310	Bridge	Road	48	Richmond	Shop & residence	316640	Contributory	1886
HO310	Bridge	Road	49	Richmond	Shop & residence	181040	Individually Significant	1870-1890
HO310	Bridge	Road	51	Richmond	Shop & residence	181045	Individually Significant	1870-1890
HO310	Bridge	Road	52	Richmond	Shop	182165	Not contributory	Unknown
HO310	Bridge	Road	53	Richmond	Shop & residence	181050	Individually Significant	1890-1900
HO310	Bridge	Road	54	Richmond	Shop	182140	Not contributory	1950-1960
HO310	Bridge	Road	56	Richmond	Shop	182135	Not contributory	1950-1960
HO310	Bridge	Road	57	Richmond	Shops & offices	181060	Not contributory	1990-2000
HO310	Bridge	Road	58	Richmond	Shop & residence	182130	Contributory	1860-1880
HO310	Bridge	Road	59	Richmond	Shops & offices	181060	Not contributory	1990-2000
HO310	Bridge	Road	60	Richmond	Shop & residence	182125	Contributory	1860-1880
HO310	Bridge	Road	61	Richmond	Vlado's, former Shop & residences	181080	Contributory	1912
HO310	Bridge	Road	62	Richmond	Shop & residence	182120	Contributory	1860-1880
HO310	Bridge	Road	63	Richmond	Shop & residence	181080	Contributory	1900-1915
HO310	Bridge	Road	64	Richmond	Shop & residence	182115	Contributory	1860-1880
HO310	Bridge	Road	65	Richmond	Shop & residence	181085	Contributory	1900-1915
HO310	Bridge	Road	66	Richmond	Shop & residence	182110	Contributory	1860-1880
HO310	Bridge	Road	67	Richmond	Shop & residence	181090	Contributory	1900-1915
HO310	Bridge	Road	68-70	Richmond	Mountain View Hotel	182105	Contributory	1850-1890
HO310	Bridge	Road	69	Richmond	Shop & residence	181095	Contributory	1900-1915
HO310	Bridge	Road	71	Richmond	Factory/warehouse	181105	Not contributory	Unknown
HO310	Bridge	Road	72	Richmond	Shop & residence	182100	Contributory	1900-1915
HO310	Bridge	Road	73	Richmond	Shop & residence	181110	Contributory	1870-1890
HO310	Bridge	Road	74	Richmond	Shop & residence	182095	Contributory	1900-1915
HO310	Bridge	Road	75	Richmond	Shop & residence	181120	Contributory	1870-1890
HO310	Bridge	Road	77	Richmond	Reinforced Concrete & Monier Pipe Construction Co P/L offices (since demolished)	181130	Not contributory~~Individually Significant~~	1936
HO310	Bridge	Road	78	Richmond	Shop & residence	182090	Contributory	1900-1915
HO310	Bridge	Road	78A	Richmond	Shop & residence	182085	Contributory	1900-1915
HO310	Bridge	Road	79	Richmond	Shop	181135	Not contributory	1880-1910?
HO310	Bridge	Road	80-20	Richmond	Shop	182080	Not contributory	1990-2000
HO310	Bridge	Road	81-95	Richmond	Epworth Hospital	181140	Not contributory	1990-2000
HO310	Bridge	Road	84	Richmond	Shop & residence	182075	Individually Significant	1870-1890
HO310	Bridge	Road	86	Richmond	Shop & residence	182075	Individually Significant	1870-1890
HO310	Bridge	Road	88	Richmond	Shop & residence	182075	Contributory	1870-1890
HO310	Bridge	Road	90A	Richmond	Shop & residence	182065	Not contributory	1850-1890?
HO310	Bridge	Road	90B	Richmond	Shop & residence	182070	Not contributory	1850-1890
HO310	Bridge	Road	92	Richmond	Shop & residence	182060	Not contributory	1850-1890
HO310	Bridge	Road	94	Richmond	Shop & residence	278230	Not contributory	1850-1890

Attachment 5 - Attachment 5 - Yarra C245 - Database of Heritage Significant Areas July 2020

HO310	Bridge	Road	96	Richmond	Shop & residence	182055	Contributory	1900-1915
HO310	Bridge	Road	98	Richmond	Shop	339620	Not contributory	Unknown
HO310	Bridge	Road	99	Richmond	Grynberg's drapers shop and office, part	181195	Individually Significant	1941
HO310	Bridge	Road	100	Richmond	Shop & residence	182045	Contributory	1860-1880
HO310	Bridge	Road	101	Richmond	Grynberg's drapers shop and office, part	181200	Individually Significant	1941
HO310	Bridge	Road	102	Richmond	Shop & residence	182040	Contributory	1900-1915
HO310	Bridge	Road	102A	Richmond	Shop & residence	182035	Contributory	1900-1915
HO310	Bridge	Road	104	Richmond	Shop & residence	182030	Contributory	1900-1915
HO310	Bridge	Road	106	Richmond	Shop & residence	182025	Contributory	1900-1915
HO310	Bridge	Road	107	Richmond	Shop & residence	181205	Contributory	1870-1890
HO310	Bridge	Road	108	Richmond	Shop & residence	182020	Individually Significant	1885-
HO310	Bridge	Road	109	Richmond	Shop & residence	181215	Contributory	1870-1890
HO310	Bridge	Road	110	Richmond	Shop & residence	182015	Individually Significant	1885-
HO310	Bridge	Road	111	Richmond	Shop & residence	181220	Contributory	1870-1890
HO310	Bridge	Road	112	Richmond	Shop & residence	182000	Contributory	1870-1890
HO310	Bridge	Road	113	Richmond	Shop & residence	181225	Contributory	1890s
HO310	Bridge	Road	~~113~~-115	Richmond	Shop & residence	181225	Not contributory	1990-2000
HO310	Bridge	Road	113A	Richmond	Shops & residences	285095	Not Contributory	~~1870-1890?~~Unknown
HO310	Bridge	Road	114	Richmond	Shops & residences	306160	Contributory	1870-1890
HO310	Bridge	Road	115A	Richmond	Shops & residences	285100	Not Contributory	~~1870-1890?~~Unknown
HO310	Bridge	Road	116	Richmond	Shop & residence	181990	Contributory	1870-1890
HO310	Bridge	Road	118	Richmond	Shop & residence	181985	Contributory	1870-1890
HO310	Bridge	Road	119	Richmond	Shop & offices	181230	Not contributory	1930-1940
HO310	Bridge	Road	120	Richmond	Shop & residence	181980	Contributory	1870-1890
HO310	Bridge	Road	121	Richmond	Shop & offices	181235	Not contributory	1930-1940
HO310	Bridge	Road	122	Richmond	Shop & residence	339570	Individually Significant	1870-1890
HO310	Bridge	Road	123	Richmond	Factory/warehouse	181240	Contributory	1900-1915
HO310	Bridge	Road	124-26	Richmond	shop	181970	Not contributory	1930-1950
HO310	Bridge	Road	125	Richmond	Shop & residence	181245	Contributory	1900-1915
HO310	Bridge	Road	127	Richmond		181250	Contributory	1900-1915
HO310	Bridge	Road	128	Richmond	shop	181960	Not contributory	Unknown
HO310	Bridge	Road	129	Richmond	Shop & residence	181255	Contributory	1900-1915
HO310	Bridge	Road	130	Richmond	Toole's Building 1886	181955	Individually Significant	1886
HO310	Bridge	Road	132	Richmond	Shop & residence	181945	Individually Significant	1908
HO310	Bridge	Road	132A	Richmond	Toole's Building 1886, (grocers)	355180	Individually Significant	1886
HO310	Bridge	Road	133	Richmond	Shop & residence	181265	Contributory	1890-1910
HO310	Bridge	Road	134	Richmond	Shop & residence	181935	Individually Significant	1903
HO310	Bridge	Road	135	Richmond	Shop & residence	181265	Contributory	1870-1910
HO310	Bridge	Road	136	Richmond	shop	181930	Not contributory	1970-1980
HO310	Bridge	Road	136A	Richmond	shop	181930	Not contributory	1970-1980
HO310	Bridge	Road	137	Richmond	Shop & residence, former Juncken's Saddlery	298165	Individually Significant	1870-1890
HO310	Bridge	Road	138	Richmond	Wustermann's Buildings, Shop & residence	181920	Individually Significant	1901
HO310	Bridge	Road	139	Richmond	Shop & residence	181280	Individually Significant	1870-1890
HO310	Bridge	Road	140	Richmond	Wustermann's Buildings, Shop & residence	181915	Individually Significant	1901
HO310	Bridge	Road	141	Richmond	Shop & residence	181285	Individually Significant	1870-1890
HO310	Bridge	Road	142	Richmond	Wustermann's Buildings, Shop & residence	181910	Individually Significant	1901
HO310	Bridge	Road	143-151	Richmond	shops & offices	341550	Not contributory	Unknown
HO310	Bridge	Road	144	Richmond	Wustermann's Buildings, Shop & residence	181905	Individually Significant	1901
HO310	Bridge	Road	146	Richmond	Shop & residence	181895	Contributory	1870-1890
HO310	Bridge	Road	148	Richmond	Shop & residence	181890	Contributory	1870-1890

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HO310	Bridge	Road	150	Richmond	Shop & residence	181885	Contributory	1903
HO310	Bridge	Road	152	Richmond	Shop & residence	181880	Contributory	1903
HO310	Bridge	Road	153-161	Richmond	London Baby Carriage Manufacturers Pty Ltd. Factory and show room	351270	Individually Significant	1941
HO310	Bridge	Road	154	Richmond	Shop & residence	181875	Contributory	1860-1880
HO310	Bridge	Road	156	Richmond	Shop & residence	181870	Not contributory	1850-1890
HO310	Bridge	Road	158	Richmond	Shop	181865	Not contributory	1915-1925
HO310	Bridge	Road	158A	Richmond	Shop	181860	Not contributory	1915-1925
HO310	Bridge	Road	160	Richmond	Shop	181855	Not contributory	1915-1925
HO310	Bridge	Road	162	Richmond	Shop & residence	181850	Individually Significant	1900-1915
HO310	Bridge	Road	164	Richmond	Shop & residence	181845	Individually Significant	1900-1915
HO310	Bridge	Road	166	Richmond	Shop & residence	333910	Contributory	1870-1890
HO310	Bridge	Road	168	Richmond	Love & Lewis, later Lover & Pollards Department Store	181830	Contributory	1900-1915
HO310	Bridge	Road	170	Richmond	Love & Lewis, later Lover & Pollards Department Store	181830	Contributory	1900-1915
HO310	Bridge	Road	172	Richmond	Love & Lewis, later Lover & Pollards Department Store	181820	Contributory	1900-1915
HO310	Bridge	Road	174	Richmond	Love & Lewis, later Lover & Pollards Department Store	181815	Contributory	1900-1915
HO310	Bridge	Road	176	Richmond	Love & Lewis, later Lover & Pollards Department Store	181810	Contributory	1900-1915
HO310	BridgeJudd	RoadStreet	17733	Richmond	Nation Picture Theatre, former	181300	Not contributory ~~Individually Significant~~	1920-1925
HO310	Bridge	Road	178	Richmond	Shop & residence	181805	Contributory	1860-1880
HO310	Bridge	Road	179	Richmond	Warehouse, former?	181305	Contributory	1915-1925
HO310	Bridge	Road	180-182	Richmond	Forbes Pty Ltd	181795	Contributory	1915-1930
HO310	Bridge	Road	181	Richmond	shop	181315	Not contributory	1915-1925?
HO310	Bridge	Road	182-184	Richmond	Melbourne Savings Bank, former	181790	Individually Significant	1889
HO310	Bridge	Road	183	Richmond	Shop, shopfront	181320	Not contributory	1915-1925
HO310	Bridge	Road	185	Richmond	shop	181325	Not contributory	1915-1925
HO310	Bridge	Road	186	Richmond	Shop & residence	181785	Contributory	1860-1890
HO310	Bridge	Road	187	Richmond	shop	181330	Not contributory	1915-1925
HO310	Bridge	Road	188	Richmond	Shop & residence	181780	Contributory	1860-1890
HO310	Bridge	Road	189	Richmond	shop	181340	Not contributory	1915-1925
HO310	Bridge	Road	190	Richmond	Shop & residence	181775	Contributory	1870-1890
HO310	Bridge	Road	191	Richmond	shop	181335	Not contributory	1915-1925
HO310	Bridge	Road	192	Richmond	Shop & residence	304200	Contributory	1870-1890
HO310	Bridge	Road	193	Richmond	Shop & residence	181335	Not contributory	1915-1925
HO310	Bridge	Road	194	Richmond	Australia Hotel, former & stable, sign	181760	Individually Significant	1850-1930
HO310	Bridge	Road	195	Richmond		181345	Contributory	1900-1915
HO310	Bridge	Road	196	Richmond	shop	181750	Not contributory	1940-1950?
HO310	Bridge	Road	197	Richmond	Metro Gas Coy District Depot	181350	Contributory	1915-1925
HO310	Bridge	Road	198	Richmond	Shop	181745	Not contributory	1940-1950?
HO310	Bridge	Road	199	Richmond	Shop & residence	181350	Individually Significant	1900-1915
HO310	Bridge	Road	200	Richmond		181740	Not contributory	1850-1890
HO310	Bridge	Road	201	Richmond	Shop & residence	181355	Individually Significant	1900-1915
HO310	Bridge	Road	202	Richmond	Shop & residence	181735	Not contributory	1850-1890
HO310	Bridge	Road	203	Richmond	Shop & residence	181360	Individually Significant	1900-1915
HO310	Bridge	Road	204	Richmond	Shop, offices	181730	Not contributory	1930-1940
HO310	Bridge	Road	205	Richmond	Shop & residence	181375	Individually Significant	1900-1915
HO310	Bridge	Road	206	Richmond	Shop, offices	181720	Not contributory	1930-1940
HO310	Bridge	Road	207	Richmond	Shop	181390	Not contributory	1930-1940
HO310	Bridge	Road	208	Richmond	Shop & residence	181715	Contributory	1886
HO310	Bridge	Road	209	Richmond	Bank, former	181395	Individually Significant	1860-1880
HO310	Bridge	Road	210	Richmond	Shop & residence	181710	Contributory	1886
HO310	Bridge	Road	211-213	Richmond	Bank, former	181400	Individually Significant	1850-1890

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HO310	Bridge	Road	285-287	Richmond	ANZ Bank	181610	Not contributory	1970-1980
HO310	Bridge	Road	286	Richmond	Town Hall Hotel, part	194435	Individually Significant	1890-1910
HO310	Bridge	Road	288	Richmond	Town Hall Hotel	194435	Individually Significant	1890-1910
HO310	Bridge	Road	289	Richmond	Shop & residence	193635	Individually Significant	1870-1890
HO310	Bridge	Road	290	Richmond	shops, offices	194430	Not contributory	1990-2000
HO310	Bridge	Road	290A	Richmond	shops, offices	194425	Not contributory	1990-2000
HO310	Bridge	Road	291	Richmond	Shop & residence	193640	Individually Significant	1870-1890
HO310	Bridge	Road	292	Richmond	shops, offices	194420	Not contributory	1990-2000
HO310	Bridge	Road	292A	Richmond	shops, offices	194400	Not contributory	1990-2000
HO310	Bridge	Road	293	Richmond	Shop & residence	193645	Individually Significant	1870-1890
HO310	Bridge	Road	294	Richmond	Theobalds Buildings	194395	Individually Significant	1909
HO310	Bridge	Road	295	Richmond	Shop & residence	193650	Individually Significant	1870-1890
HO310	Bridge	Road	296	Richmond	Theobalds Buildings	194385	Individually Significant	1909
HO310	Bridge	Road	297	Richmond	Shop & residence	333950	Individually Significant	1870-1890
HO310	Bridge	Road	298	Richmond	Shop & residence	181745	Contributory	1900-1915
HO310	Bridge	Road	299	Richmond	Shop & residence	194380	Individually Significant	1870-1890
HO310	Bridge	Road	300-302	Richmond	Shops	194375	Not contributory	Unknown
HO310	Bridge	Road	301	Richmond	Shop & residence	193665	Individually Significant	1870-1890
HO310	Bridge	Road	303	Richmond	Shop & residence	193670	Individually Significant	1870-1890
HO310	Bridge	Road	304	Richmond	Shops	194370	Not contributory	Unknown
HO310	Bridge	Road	305	Richmond	Shop & residence	193675	Individually Significant	1870-1890
HO310	Bridge	Road	306	Richmond	Shops	194365	Not contributory	Unknown
HO310	Bridge	Road	307	Richmond	Shop & residence	193680	Individually Significant	1870-1890
HO310	Bridge	Road	308	Richmond	Shop & residence	194360	Contributory	1900-1915
HO310	Bridge	Road	308A	Richmond	Shop & residence	194355	Contributory	1900-1915
HO310	Bridge	Road	310	Richmond	Shop & residence	194345	Contributory	1865
HO310	Bridge	Road	311-317	Richmond	Richmond Cinema, former part rear, later Hoyts (now Showroom), former Crystal Palace Skating Rink	193690	Contributory	1919 rebuild
HO310	Bridge	Road	312	Richmond	Shop & residence	194340	Contributory	1865
HO310	Bridge	Road	314-316	Richmond	Stanford Block	295610	Individually Significant	1870-1890
HO310	Bridge	Road	318	Richmond	Stanford Block	194330	Individually Significant	1870-1890
HO310	Bridge	Road	320	Richmond	Stanford Block	194325	Individually Significant	1870-1890
HO310	Bridge	Road	322	Richmond	Stanford Block	194320	Individually Significant	1870-1890
HO310	Bridge	Road	324	Richmond	Stanford Block	194315	Individually Significant	1870-1890
HO310	Bridge	Road	326	Richmond	Stanford Block	194310	Individually Significant	1870-1890
HO310	Bridge	Road	328	Richmond	Stanford Block	194305	Individually Significant	1870-1890
HO310	Bridge	Road	330	Richmond	Shop & residence	334040	Contributory	1860-1880
HO310	Bridge	Road	332	Richmond	Shop & residence	334060	Contributory	1850-1890
HO310	Bridge	Road	325-333	Richmond	Richmond Municipal Offices & City Hall, former court house	193700	Individually Significant	1870-1936
HO310	Bridge	Road	334	Richmond	Shop & residence	194290	Contributory	1860-1880
HO310	Bridge	Road	335-341	Richmond	Showroom, offices (Post Office site)	310590	Not contributory	1990-2000
HO310	Bridge	Road	336	Richmond	Shop & residence	194285	Contributory	1850-1890
HO310	Bridge	Road	338	Richmond	Shop & residence	194280	Contributory	1860-1880
HO310	Bridge	Road	340	Richmond	Shop & residence	194270	Contributory	1860-1880
HO310	Bridge	Road	342	Richmond	Shop & residence	194265	Contributory	1900-1915
HO310	Bridge	Road	344	Richmond	Shop & residence	194260	Contributory	1900-1915
HO310	Bridge	Road	346	Richmond	Shop & residence	194255	Not contributory	1915-1925
HO310	Bridge	Road	348-350	Richmond	Shop	194250	Not contributory	1970-1980
HO310	Bridge	Road	352	Richmond	Shop & residence	194245	Contributory	1870-1890
HO310	Bridge	Road	354	Richmond	Shop & residence	194240	Contributory	1880-1915
HO310	Bridge	Road	355-357	Richmond	Factory/warehouse	193720	Contributory	1900-1915

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HO310	Bridge	Road	428	Richmond	Shop & residence	194070	Individually Significant	1870-1890
HO310	Bridge	Road	430	Richmond	Shop & residence	194065	Individually Significant	1870-1890
HO310	Bridge	Road	432	Richmond	Shop & residence	194060	Individually Significant	1870-1890
HO310	Bridge	Road	433	Richmond	Factory/warehouse	193835	Contributory	1900-1915
HO310	Bridge	Road	434	Richmond	Shop & residence	194055	Individually Significant	1870-1890
HO310	Bridge	Road	436-438	Richmond	Shop/offices	194050	Not contributory	1950-1970
HO310	Bridge	Road	440	Richmond	Shop & residence	194045	Contributory	1900-1915
HO310	Bridge	Road	442	Richmond	Shop	194035	Not contributory	1980-1990?
HO310	Bridge	Road	444	Richmond	Shop	194040	Not contributory	1980-1990?
HO310	Bridge	Road	446	Richmond	Shop & residence	194030	Contributory	1900-1915
HO310	Bridge	Road	448	Richmond	Shop & residence	194025	Contributory	1900-1915
HO310	Bridge	Road	450	Richmond	J Wood's buildings, shop & residences	194020	Individually Significant	1889
HO310	Bridge	Road	452	Richmond	J Wood's buildings, shop & residences	194015	Individually Significant	1889
HO310	Bridge	Road	454	Richmond	J Wood's buildings, shop & residences	194015	Individually Significant	1889
HO310	Bridge	Road	456	Richmond	Shop & residence	194015	Contributory	1900-1915
HO310	Bridge	Road	458-460	Richmond	Dutton Bros, furniture manufacturers showroom, workshop	304470	Contributory	1924
HO310	Bridge	Road	462	Richmond	Shop & residence	194005	Contributory	1870-1890
HO310	Bridge	Road	464	Richmond	Shop & residence	194005	Contributory	1870-1890
HO310	Bridge	Road	466	Richmond	Shop & residence	194000	Contributory	1870-1890
HO310	Bridge	Road	468	Richmond	Shop & residence	193995	Contributory	1870-1890
HO310	Bridge	Road	470	Richmond	Dover Hotel	193990	Contributory	1860-1940
HO310	Bridge	Road	472	Richmond	Shop & residence	193980	Contributory	1900-1915
HO310	Bridge	Road	474	Richmond	Shop & residence	193975	Contributory	1900-1915
HO310	Bridge	Road	476	Richmond	Shop & residence	193970	Contributory	1900-1915
HO310	Bridge	Road	478	Richmond	Shop	334020	Not contributory	1900-1915
HO310	Bridge	Road	480	Richmond	Shop & residence	193960	Contributory	1900-1915
HO310	Bridge	Road	482	Richmond	Shop & residence	193955	Contributory	1915-1925
HO310	Bridge	Road	482A	Richmond	shop	193950	Not contributory	1930-1955?
HO310	Bridge	Road	484	Richmond	Shop & residence	193945	Contributory	1915-1925
HO310	Bridge	Road	486	Richmond	Lipari, Shop & residences	193940	Individually Significant	1924
HO310	Bridge	Road	488	Richmond	St Bartolomeo, Shop & residences	193935	Individually Significant	1917
HO310	Bridge	Road	490	Richmond	Shop & residence	193930	Contributory	1900-1915
HO310	Bridge	Road	492	Richmond	Shop & residence	193930	Contributory	1900-1915
HO310	Bridge	Road	494	Richmond	Factory/warehouse	193925	Contributory	1915-1925
HO310	Bridge	Road	496	Burnley	Showroom	169090	Not contributory	1990-2000
HO310	Bridge	Road	498	Burnley	Shop & residence	169085	Contributory	1870-1890
HO310	Bridge	Road	500	Burnley	Shop & residence	169080	Contributory	1870-1890
HO310	Bridge	Road	502	Burnley	Shop & residence	169075	Contributory	1870-1890
HO310	Bridge	Road	504	Burnley	Shop & residence	169070	Not contributory	1915-1925
HO310	Bridge	Road	506	Burnley	Shop & residence	169065	Contributory	1890-1900
HO310	Bridge	Road	508	Burnley	Showroom	169060	Not contributory	1990-2000
HO310	Bridge	Road	512	Burnley	Showroom	169055	Not contributory	Unknown
HO310	Bridge	Road	514	Burnley	Construction site	169050	Not contributory	Unknown
HO310	Bridge	Road	518-524	Richmond	Flour Mill & Grain Store Complex (Former)	319330	Individually Significant	c.1870-1955
~~HO310~~	~~Bridge~~	~~Road~~	~~529-533~~	~~Richmond~~	~~Royal Oak Hotel~~	~~168810~~	~~Individually Significant~~	~~1900-1915~~
~~HO310~~	~~Bridge~~	~~Road~~	~~534~~	~~Richmond~~	~~Flour Mill & Grain Store Complex (Former)~~	~~299815~~	~~Individually Significant~~	~~c.1870-1955~~
~~HO310~~	~~Bridge~~	~~Road~~	~~534A~~	~~Richmond~~	~~Flour Mill & Grain Store Complex (Former)~~	~~299815~~	~~Individually Significant~~	~~c.1870-1955~~
~~HO310~~	~~Bridge~~	~~Road~~	~~597-599~~	~~Richmond~~		~~168840~~	~~Individually Significant~~	~~1873~~
~~HO310~~	~~Bridge~~	~~Road~~	~~635 (Ground Floor)~~	~~Richmond~~	~~James Boland's Shop & residence~~	~~385590~~	~~Individually Significant~~	~~1870-1890~~
~~HO310~~	~~Bridge~~	~~Road~~	~~635 (First Floor)~~	~~Richmond~~	~~James Boland's Shop & residence~~	~~385600~~	~~Individually Significant~~	~~1870-1890~~

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~~HO310~~	~~Bridge~~	~~Road~~	~~637-639~~	~~Richmond~~		~~168875~~	~~Individually Significant~~	~~1889~~
HO310	Church	Street	252	Richmond	Shop & residence	181615	Individually Significant	1870-1890
HO310	Church	Street	254	Richmond	Shop & residence	278255	Individually Significant	1900-1915
HO310	Church	Street	256	Richmond	Shop & residence	189890	Individually Significant	1900-1915
HO310	Waltham	Street	1A	Richmond		304210	Not contributory	2000-2010
HO310	Waltham	Street	2A	Richmond	Stable, former	189245	Contributory	1870-1890
HO311								
HO311	Alexandra	Parade	88	Fitzroy		237540	Contributory	1870-1890
HO311	Alexandra	Parade	90	Fitzroy		237545	Contributory	1870-1890
HO311	Brunswick	Street	51	Fitzroy	Rob Roy Hotel	251955	Individually Significant	1850-1870
HO311	Brunswick	Street	55	Fitzroy	Shop & residence	251960	Individually Significant	1860-1870
HO311	Brunswick	Street	57	Fitzroy	Shop & residence	251965	Individually Significant	1860-1870
HO311	Brunswick	Street	59	Fitzroy	Shop & residence	251970	Individually Significant	1860-1870
HO311	Brunswick	Street	61	Fitzroy	Shop & residence	251975	Individually Significant	1860-1870
HO311	Brunswick	Street	63	Fitzroy	Shop & residence	251980	Individually Significant	1860-1870
HO311	Brunswick	Street	67-75	Fitzroy	Offices	251985	Not contributory	1960-1970
HO311	Brunswick	Street	77-81	Fitzroy	Community Health Centre/Offices	251990	Not contributory	1990-2000
HO311	Brunswick	Street	83	Fitzroy	Shop & residence	251995	Contributory	1900-1915
HO311	Brunswick	Street	85	Fitzroy	Shop & residence	252000	Contributory	1900-1915
HO311	Brunswick	Street	87	Fitzroy	Shop & residence	252005	Contributory	1900-1915
HO311	Brunswick	Street	90	Fitzroy	Atherton Gardens Estate, Housing Commision of Victora, part	254810	Not contributory	1960-1970
HO311	Brunswick	Street	95	Fitzroy	Shop & residence	252010	Contributory	1870-1890
HO311	Brunswick	Street	97	Fitzroy	Shop & residence	291000	Contributory	1870-1890
HO311	Brunswick	Street	99	Fitzroy	Levi's Buildings, Shop & residences	252020	Contributory	1870-1890
HO311	Brunswick	Street	101	Fitzroy	Levi's Buildings, Shop & residences	252025	Contributory	1870-1890
HO311	Brunswick	Street	103	Fitzroy	Levi's Buildings, Shop & residences	252025	Contributory	1870-1890
HO311	Brunswick	Street	105	Fitzroy	Shop	343770	Not contributory	Unknown
HO311	Brunswick	Street	107	Fitzroy	Shop	343780	Not contributory	Unknown
HO311	Brunswick	Street	109	Fitzroy	Shop & residence	302730	Individually Significant	1870-1890
HO311	Brunswick	Street	111	Fitzroy	Shop & residence	302720	Individually Significant	1870-1890
HO311	Brunswick	Street	113	Fitzroy	Shop & residence	302710	Individually Significant	1870-1890
HO311	Brunswick	Street	115	Fitzroy	Shop & residence	302700	Individually Significant	1870-1890
HO311	Brunswick	Street	117-119	Fitzroy	Bank, former?	252060	Not contributory	1970-1980
HO311	Brunswick	Street	121-123	Fitzroy	Shop & residence	252065	Contributory	1890-1900?
HO311	Brunswick	Street	125	Fitzroy	Old Colonial Inn, hotel	252070	Contributory	1850-1860
HO311	Brunswick	Street	131	Fitzroy	Shop & residence	252075	Not contributory	Unknown
HO311	Brunswick	Street	133	Fitzroy	Shop	252080	Not contributory	Unknown
HO311	Brunswick	Street	135-137	Fitzroy	Shop & residence?	252085	Contributory	1850-1890
HO311	Brunswick	Street	139	Fitzroy	Shop & residence	351720	Contributory	1850-1890
HO311	Brunswick	Street	140	Fitzroy	Atherton Gardens Estate, Housing Commision of Victora, part	253810	Not contributory	1960-1970
HO311	Brunswick	Street	141	Fitzroy	Shop & residence	351730	Contributory	1900-1915
HO311	Brunswick	Street	143-145	Fitzroy	Shops & residences, warehouse	252095	Individually Significant	1870-1890
HO311	Brunswick	Street	147	Fitzroy	Shop & residence	252105	Contributory	1900-1915
HO311	Brunswick	Street	149	Fitzroy	Shop & residence	252110	Contributory	1900-1915
HO311	Brunswick	Street	151-153	Fitzroy	Shops & residences	252120	Contributory	1860-1890
HO311	Brunswick	Street	155	Fitzroy	Shop & residence	252135	Contributory	1860-1870
HO311	Brunswick	Street	157	Fitzroy	Shop & residence	252140	Contributory	1860-1870
HO311	Brunswick	Street	159	Fitzroy	Shop & residence	252145	Contributory	1860-1870
HO311	Brunswick	Street	161-163	Fitzroy	Shop	252150	Not contributory	1950-1960

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HO313	Charles	Street	170	Abbotsford		106790	Contributory	1870-1890
HO313	Eddy	Court	2	Abbotsford	Police Station	299425	Not contributory	1940-1960
HO313	Eddy	Court	4	Abbotsford	Scout Hall	299430	UnknownNot contributory	1920-1945
HO313	Eddy	Court	8	Abbotsford	Pioneer Hall	300940	Individually Significant	1850-1890
HO313	Gipps	Street	122-126	Abbotsford	Factory/warehouse	105205	Not contributory	1940-1950
HO313	Gipps	Street	128	Abbotsford		105200	Contributory	1900-1915
HO313	Gipps	Street	130	Abbotsford		105195	Contributory	1900-1915
HO313	Gipps	Street	132	Abbotsford		105190	Contributory	1900-1915
HO313	Gipps	Street	134	Abbotsford		105185	Contributory	1900-1915
HO313	Gipps	Street	136	Abbotsford		105180	Contributory	1900-1915
HO313	Gipps	Street	138	Abbotsford		105175	Contributory	1900-1915
HO313	Gipps	Street	140	Abbotsford	Factory/warehouse	105170	Not contributory	1950-1960
HO313	Gipps	Street	152	Abbotsford	Vacant land	1	Not contributory	Unknown
HO313	Gipps	Street	154	Abbotsford	Townhouse	279530	Not contributory	1980-1990
HO313	Gipps	Street	156	Abbotsford	Townhouse	279535	Not contributory	1980-1990
HO313	Gipps	Street	158	Abbotsford	Townhouse	279540	Not contributory	1980-1990
HO313	Gipps	Street	159	Abbotsford		104915	Contributory	1900-1915
HO313	Gipps	Street	160	Abbotsford	Townhouse	279545	Not contributory	1980-1990
HO313	Gipps	Street	161	Abbotsford	Shop	104920	Not contributory	1915-1925
HO313	Gipps	Street	162	Abbotsford	Townhouse	279550	Not contributory	1980-1990
HO313	Gipps	Street	163-167	Abbotsford	Flats	104925	Not contributory	1970-1980
HO313	Gipps	Street	164	Abbotsford	Townhouse	279555	Not contributory	1980-1990
HO313	Gipps	Street	166	Abbotsford	Townhouse	279560	Not contributory	1980-1990
HO313	Gipps	Street	168-170	Abbotsford	Townhouse	105160	Not contributory	1980-1990
HO313	Gipps	Street	169	Abbotsford		104985	Contributory	1860-1880
HO313	Gipps	Street	171	Abbotsford		104990	Contributory	1860-1880
HO313	Gipps	Street	172	Abbotsford		105155	Not contributory	1870-1890
HO313	Gipps	Street	173	Abbotsford		104995	Contributory	1860-1880
HO313	Gipps	Street	174	Abbotsford		105150	Contributory	1870-1890
HO313	Gipps	Street	175	Abbotsford		105000	Contributory	1860-1880
HO313	Gipps	Street	176	Abbotsford		105145	Contributory	1870-1890
HO313	Gipps	Street	177	Abbotsford		105005	Contributory	1860-1880
HO313	Gipps	Street	178	Abbotsford		105140	Not contributory	1915-1925?
HO313	Gipps	Street	179	Abbotsford		105010	Contributory	1860-1880
HO313	Gipps	Street	180	Abbotsford		105135	Contributory	1870-1890
HO313	Gipps	Street	181	Abbotsford		105015	Contributory	1860-1880
HO313	Gipps	Street	182	Abbotsford		105130	Not contributory	1870-1890
HO313	Gipps	Street	183	Abbotsford		105020	Contributory	1860-1880
HO313	Gipps	Street	184	Abbotsford		105125	Contributory	1870-1890
HO313	Gipps	Street	185	Abbotsford		105025	Contributory	1860-1880
HO313	Gipps	Street	186	Abbotsford		105120	Contributory	1870-1890
HO313	Gipps	Street	187	Abbotsford		105030	Contributory	1860-1880
HO313	Gipps	Street	188	Abbotsford		105115	Not contributory	2006-
HO313	Gipps	Street	189	Abbotsford		105035	Contributory	1860-1880
HO313	Gipps	Street	190	Abbotsford		105110	Contributory	1870-1890
HO313	Gipps	Street	191	Abbotsford		105040	Contributory	1860-1880
HO313	Gipps	Street	192	Abbotsford		105105	Contributory	1870-1890
HO313	Gipps	Street	193	Abbotsford		105045	Contributory	1860-1880
HO313	Gipps	Street	194	Abbotsford		105100	Contributory	1870-1890
HO313	Gipps	Street	195	Abbotsford		105050	Not contributory	1950-1960

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HO313	Nicholson	Street	189	Abbotsford		107030	Contributory	1870-1890
HO313	Nicholson	Street	190	Abbotsford		109925	Contributory	1900-1915
HO313	Nicholson	Street	192	Abbotsford		109930	Contributory	1870-1900
HO313	Nicholson	Street	193	Abbotsford		109900	Contributory	1870-1890
HO313	Nicholson	Street	194	Abbotsford		109935	Contributory	1900-1915
HO313	Nicholson	Street	195	Abbotsford	Rose Villa	109895	Individually Significant	1890-1900
HO313	Nicholson	Street	196	Abbotsford		109940	Not contributory	1890-1900
HO313	Nicholson	Street	197	Abbotsford		281515	Contributory	1890-1900?
HO313	Nicholson	Street	198	Abbotsford		109945	Contributory	1870-1890
HO313	Nicholson	Street	199	Abbotsford	Cecilton	109890	Contributory	1870-1890
HO313	Nicholson	Street	200	Abbotsford		109950	Contributory	1870-1890
HO313	Nicholson	Street	201	Abbotsford		109885	Contributory	1890-1900
HO313	Nicholson	Street	202	Abbotsford		109955	Contributory	1900-1915
HO313	Nicholson	Street	203	Abbotsford		109880	Contributory	1870-1890
HO313	Nicholson	Street	204	Abbotsford		109960	Contributory	1870-1890
HO313	Nicholson	Street	205	Abbotsford		109875	Not contributory	1850-1890
HO313	Nicholson	Street	206	Abbotsford		109965	Contributory	1870-1890
HO313	Nicholson	Street	207	Abbotsford		109870	Not contributory	Unknown
HO313	Nicholson	Street	208	Abbotsford		109970	Contributory	1870-1890
HO313	Nicholson	Street	209	Abbotsford	Factory/warehouse	109865	Contributory	1915-1925
HO313	Nicholson	Street	212-214A	Abbotsford	Shop & residence	109975	Not contributory	1950-1960
HO313	Nicholson	Street	214	Abbotsford		109980	Contributory	1870-1890
HO313	Nicholson	Street	216	Abbotsford		109985	Contributory	1870-1890
HO313	Nicholson	Street	217	Abbotsford		109860	Contributory	1900-1915
HO313	Nicholson	Street	218	Abbotsford		109990	Contributory	1870-1890
HO313	Nicholson	Street	219	Abbotsford	Flats	109830	Not contributory	1960-1970
HO313	Nicholson	Street	220	Abbotsford		109995	Not contributory	1870-1890
HO313	Nicholson	Street	222	Abbotsford		110000	Contributory	1900-1915
HO313	Nicholson	Street	224	Abbotsford		110005	Contributory	1900-1915
HO313	Nicholson	Street	225	Abbotsford		109825	Contributory	1870-1890
HO313	Nicholson	Street	226	Abbotsford	Retreat Hotel, The	110010	Individually Significant	1915-1925
HO313	Nicholson	Street	227	Abbotsford	House	109820	Contributory	1910-1915
HO313	Nicholson	Street	231	Abbotsford	House	109815	Contributory	1910-1915
HO313	Nicholson	Street	233	Abbotsford	House	109810	Contributory	1851-1858
HO313	Park	Street	52	Abbotsford		105810	Contributory	1915-1925
HO313	Park	Street	54	Abbotsford		105815	Contributory	1915-1925
HO313	Park	Street	55	Abbotsford		105640	~~Unknown~~ Not contributory	1900-1915
HO313	Park	Street	55A	Abbotsford	Factory/warehouse	105640	Not contributory	1925-1935
HO313	Park	Street	56	Abbotsford		105820	Contributory	1880-1900
HO313	Park	Street	57	Abbotsford		105635	Contributory	1870-1890
HO313	Park	Street	58	Abbotsford		105825	Contributory	1890-1910
HO313	Park	Street	60	Abbotsford		105830	Not contributory	1870-1890
HO313	Park	Street	62	Abbotsford		105835	Contributory	1870-1890
HO313	Park	Street	62A	Abbotsford		105840	Contributory	1870-1890
HO313	Park	Street	64	Abbotsford		105845	Not contributory	1915-1925
HO313	Park	Street	65 part (59-67)	Abbotsford	Offices/warehouse	105630	Not contributory	1980-1990
HO313	Park	Street	66	Abbotsford		105850	Contributory	1870-1890

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HO317	Gold	Street	160	Clifton Hill	St Andrews Anglican Church	131790	Not Contributory	1900-1980
HO317	Gold	Street	171	Clifton Hill		131665	Contributory	1880-1890
HO317	Gold	Street	173	Clifton Hill		131660	Contributory	1850-1890
HO317	Gold	Street	175	Clifton Hill		131655	Contributory	1850-1890
HO317	Gold	Street	177	Clifton Hill		131650	Contributory	1850-1890
HO317	Gold	Street	179	Clifton Hill		131645	Contributory	1850-1890
HO317	Gold	Street	185	Clifton Hill	Gold Street Primary School SS1360	131640	Victorian Heritage Register	1874
HO317	Gold	Street	187	Clifton Hill		131635	Contributory	1900-1915
HO317	Gold	Street	189	Clifton Hill		131630	Contributory	1900-1915
HO317	Gold	Street	191	Clifton Hill		131625	Contributory	1850-1890
HO317	Gold	Street	193-199	Clifton Hill	Townhouses	129395	Not contributory	1980-1990
HO317	Gold	Street	201	Clifton Hill	Units	131545	Not contributory	1980-1990
HO317	Gold	Street	203	Clifton Hill		131540	Individually Significant	1892
HO317	Gold	Street	205	Clifton Hill		131535	Individually Significant	1892
HO317	Gold	Street	207	Clifton Hill		131530	Individually Significant	1892
HO317	Gold	Street	211	Clifton Hill	Flats	131425	Not contributory	1950-1960
HO317	Gold	Street	217	Clifton Hill	Fence only	131390	Contributory	1850-1890
HO317	Gold	Street	217	Clifton Hill	House	131390	Not contributory	Unknown
HO317	Gold	Street	221 (rear)	Clifton Hill	House & factory	131385	Contributory	1880-1890
HO317	Gold	Street	223	Clifton Hill		131380	Contributory	1850-1890
HO317	Gold	Street	225	Clifton Hill	Waverly	131375	Contributory	1880-1890
HO317	Gold	Street	227	Clifton Hill		131370	Contributory	1925-1930
HO317	Gold	Street	231	Clifton Hill	Elsie - Leigh or Scotts house	131365	Individually Significant	1880-1890
HO317	Gold	Street	233	Clifton Hill		131360	Contributory	1930-1940
HO317	Gold	Street	235	Clifton Hill		131355	Contributory	1880-1890
HO317	Gold	Street	237	Clifton Hill		131350	Contributory	1880-1890
HO317	Gold	Street	239	Clifton Hill		131345	Contributory	1880-1890
HO317	Gold	Street	241	Clifton Hill	House & trees (2)	131340	Contributory	1880-1890
HO317	Gold	Street	245	Clifton Hill		131335	Contributory	1880-1890
HO317	Hilton	Street	7	Clifton Hill		130785	Not contributory	1850-1890
HO317	Hilton	Street	9	Clifton Hill		130780	Contributory	1850-1890
HO317	Hilton	Street	11	Clifton Hill		291470	Contributory	1900-1915
HO317	Hilton	Street	12	Clifton Hill		130825	Contributory	1850-1890
HO317	Hilton	Street	13	Clifton Hill		291475	Contributory	1915-1925
HO317	Hilton	Street	14	Clifton Hill		130830	Contributory	1850-1890
HO317	Hilton	Street	15	Clifton Hill		130770	Contributory	1850-1890
HO317	Hilton	Street	16	Clifton Hill		130835	Contributory	1850-1890
HO317	Hilton	Street	17	Clifton Hill		130765	Not contributory	1980-1990
HO317	Hilton	Street	18	Clifton Hill		130840	Contributory	1850-1890
HO317	Hilton	Street	19	Clifton Hill		130760	Not contributory	1850-1890
HO317	Hilton	Street	20	Clifton Hill		130845	Contributory	1850-1890
HO317	Hilton	Street	21	Clifton Hill		130755	Contributory	1850-1890
HO317	Hilton	Street	22	Clifton Hill		130850	Contributory	1850-1890
HO317	Hilton	Street	23	Clifton Hill		130750	Contributory	1850-1890
HO317	Hilton	Street	24	Clifton Hill		130855	Contributory	1850-1890
HO317	Hilton	Street	25	Clifton Hill		130745	Contributory	1850-1890
HO317	Hilton	Street	26	Clifton Hill		130860	Contributory	1850-1890
HO317	Hilton	Street	27	Clifton Hill		130740	Contributory	1850-1890
HO317	Hilton	Street	28	Clifton Hill		130865	Contributory	1850-1890
HO317	Hilton	Street	29	Clifton Hill		130735	Contributory	1850-1890

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HO318	Cambridge	Street	97	Collingwood	Collingwood Workers' Home, former	101620	Individually Significant	1900-1915
HO318	Cambridge	Street	107 (part)	Collingwood	Foy & Gibson Engineering Workshop, part	310100	Victorian Heritage Register	1900-1915
HO318	Cambridge	Street	107 (part)	Collingwood	Foy & Gibson Engineering Workshop, part	310100	Victorian Heritage Register	1900-1915
HO318	Cambridge	Street	107 (part)	Collingwood	Foy & Gibson Engineering Workshop, part	310100	Victorian Heritage Register	1900-1915
HO318	Cambridge	Street	107 (part)	Collingwood	Foy & Gibson Engineering Worshop part	310100	Victorian Heritage Register	1900-1915
HO318	Cambridge	Street	120	Collingwood	Warehouse, former	101795	Individually Significant	1900-1915
HO318	Cambridge	Street	134	Collingwood	Factory, Warehouse, former	336520	Not contributory	1960-1970
HO318	Oxford	Street	64	Collingwood	Factory	101580	Not contributory	1970-1980?
HO318	Oxford	Street	68-158 (part)	Collingwood	Foy & Gibson Wool Scouring and Scouring complex, former part	139005	Victorian Heritage Register	1895c, 1906-
HO318	Oxford	Street	68-158 (part)	Collingwood	Foy & Gibson Wool Scouring and Scouring complex, former part	139005	Victorian Heritage Register	1895c, 1906-
HO318	Oxford	Street	68-158 (part)	Collingwood	Foy & Gibson Wool Scouring and Scouring complex, former part	139005	Victorian Heritage Register	1895c, 1906-
HO318	Oxford	Street	68-158 (part)	Collingwood	Foy & Gibson Wool Scouring and Scouring complex, former part	139005	Victorian Heritage Register	1895c, 1906-
HO318	Oxford	Street	79-93	Collingwood	Foy & Gibson Furnishings Warehouse and Clothing Factory, former	284875	Victorian Heritage Register	1887-
HO318	Oxford	Street	95-101	Collingwood	Foy & Gibson Powerhouse and Motor Garage, former	283005	Victorian Heritage Register	1908
HO318	Oxford	Street	103-131 (part)	Collingwood	Foy & Gibson Woollen Mills complex, former part	303180	Victorian Heritage Register	1906-
HO318	Oxford	Street	103-131 (part)	Collingwood	Foy & Gibson Woollen Mills complex, former part	303180	Victorian Heritage Register	1906-
HO318	Oxford	Street	103-131 (part)	Collingwood	Foy & Gibson Woollen Mills complex, former part	303180	Victorian Heritage Register	1906-
HO318	Oxford	Street	103-131 (part)	Collingwood	Foy & Gibson Woollen Mills complex, former part	303180	Victorian Heritage Register	1906-
HO318	Oxford	Street	150-154	Collingwood	Foy & Gibson Woollen Mills Offices, former	138985	Victorian Heritage Register	1906-
HO318	Oxford	Street	150-155	Collingwood	Foy & Gibson Woollen Mills Offices, former	138986	Victorian Heritage Register	1906-
HO318	Oxford	Street	150-156	Collingwood	Foy & Gibson Woollen Mills Offices, former	138987	Victorian Heritage Register	1906-
HO318	Oxford	Street	150-157	Collingwood	Foy & Gibson Woollen Mills Offices, former	138988	Victorian Heritage Register	1906-
HO318	Peel	Street	1-3	Collingwood		101175	Not contributory	1970-1980
HO318	Peel	Street	2	Collingwood	Shop & residence	339050	Individually Significant	1880-1890
HO318	Peel	Street	4	Collingwood	Shop & residence	339060	Individually Significant	1880-1890
HO318	Peel	Street	5-7	Collingwood	Shop & residence	291725	Individually Significant	1850-1890
HO318	Peel	Street	6	Collingwood		101285	Individually Significant	1880-1890
HO318	Peel	Street	8	Collingwood	Factory/warehouse	101280	Contributory	1930-1940
HO318	Peel	Street	9-11	Collingwood	Star Hotel, former	101185	Individually Significant	1850-1890
HO318	Peel	Street	10	Collingwood	Factory/warehouse	101280	Contributory	1930-1940
HO318	Peel	Street	11	Collingwood	Shop & residence	101185	Individually Significant	1850-1890
HO318	Peel	Street	12-16	Collingwood	Congregational Church hall and caretaker's residence, also part Congregational Church plinth	101275	Individually Significant	1874
HO318	Peel	Street	13	Collingwood		101190	Contributory	1850-1890
HO318	Peel	Street	14-16	Collingwood	Factory	101275	Not contributory	1950-1960
HO318	Peel	Street	15	Collingwood		101195	Contributory	1850-1890
HO318	Peel	Street	17	Collingwood		101200	Contributory	1850-1890
HO318	Peel	Street	19	Collingwood	Offices	101205	Not contributory	1980-1990
~~HO318~~	Peel	Street	20	Collingwood	Factory	101270	Contributory	1930-1940
HO318	Peel	Street	~~20-22~~18	Collingwood	Factory/warehouse	101270	Not Contributory	~~1930-1940~~2015
HO318	Peel	Street	24	Collingwood	Shop & residence	101265	Contributory	1850-1890
HO318	Peel	Street	25	Collingwood		101210	Contributory	1850-1890
HO318	Peel	Street	26	Collingwood	Shop & residence	101260	Contributory	1850-1890
HO318	Peel	Street	27	Collingwood		101215	Contributory	1850-1890
HO318	Peel	Street	28	Collingwood	Barnard's Buildings, Shop & residences	101255	Individually Significant	1869
HO318	Peel	Street	29	Collingwood	Shop & residence	101220	Individually Significant	1850-1890
HO318	Peel	Street	30	Collingwood	Barnard's Buildings, Shop & residences	101250	Individually Significant	1869
HO318	Peel	Street	32	Collingwood	Barnard's Hotel, part Bernard's Buildings	101245	Individually Significant	1869
HO318	Wellington	Street	111	Collingwood	Factory	295520	Individually Significant	1890-1915
HO318	Wellington	Street	113	Collingwood	Factory	137895	Contributory	1900-1915

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HO321	Keele	Street	127	Collingwood		125190	Contributory	1870-1890
HO321	Keele	Street	128	Collingwood		125490	Contributory	1870-1890
HO321	Keele	Street	129	Collingwood	Townhouse	125195	Not contributory	1980-1990?
HO321	Keele	Street	130	Collingwood	Ave Maria	125485	Contributory	1870-1890
HO321	Keele	Street	131	Collingwood	Townhouse	125200	Not contributory	1990-2000
HO321	Keele	Street	132	Collingwood		125480	Contributory	1870-1890
HO321	Keele	Street	133	Collingwood		125205	Not Contributory	1870-1890Unknown
HO321	Keele	Street	134	Collingwood		125475	Contributory	1870-1890
HO321	Keele	Street	135	Collingwood		125210	Contributory	1870-1890
HO321	Keele	Street	136	Collingwood		125470	Contributory	1860-1880
HO321	Keele	Street	137	Collingwood		125215	Contributory	1860-1880
HO321	Keele	Street	138	Collingwood		125465	Contributory	1860-1880
HO321	Keele	Street	139	Collingwood		125220	Contributory	1860-1880
HO321	Keele	Street	140	Collingwood		125460	Not contributory	1950-1960
HO321	Keele	Street	141	Collingwood		125225	Not contributory	Unknown
HO321	Keele	Street	142	Collingwood		125455	Contributory	1870-1890
HO321	Keele	Street	144	Collingwood		125450	Contributory	1870-1890
HO321	Keele	Street	145	Collingwood		125230	Contributory	1900-1915
HO321	Keele	Street	146	Collingwood		125445	Contributory	1870-1890
HO321	Keele	Street	147	Collingwood		125235	Contributory	1870-1890
HO321	Keele	Street	148	Collingwood		125440	Contributory	1870-1890
HO321	Keele	Street	149	Collingwood		125240	Contributory	1870-1890
HO321	Keele	Street	150	Collingwood		125435	Contributory	1870-1890
HO321	Keele	Street	151	Collingwood		125245	Contributory	1890-1900
HO321	Keele	Street	153	Collingwood		125250	Contributory	1890-1900
HO321	Keele	Street	152-154	Collingwood		125430	Not contributory	1950-1960
HO321	Keele	Street	155	Collingwood		125255	Contributory	1870-1890
HO321	Keele	Street	156	Collingwood		125425	Not contributory	1960-1970
HO321	Keele	Street	157	Collingwood		125260	Contributory	1870-1890
HO321	Keele	Street	158	Collingwood		125420	Contributory	1870-1890
HO321	Keele	Street	159	Collingwood		125265	Contributory	1870-1890
HO321	Keele	Street	160	Collingwood		125415	Contributory	1870-1890
HO321	Keele	Street	161	Collingwood		125270	Contributory	1870-1890
HO321	Keele	Street	162	Collingwood		125410	Contributory	1870-1890
HO321	Keele	Street	163	Collingwood	Wicklow Cottage	125275	Contributory	1870-1890
HO321	Keele	Street	164	Collingwood		125405	Contributory	1870-1890
HO321	Keele	Street	165	Collingwood		125280	Not contributory	1950-1960
HO321	Keele	Street	166	Collingwood		125400	Contributory	1870-1890
HO321	Keele	Street	167	Collingwood	Burncourt Cottage	125285	Contributory	1870-1890
HO321	Keele	Street	168	Collingwood		125395	Contributory	1870-1890
HO321	Keele	Street	169-173	Collingwood	Flats, former - now units	125290	Not contributory	1960-1970
HO321	Keele	Street	170	Collingwood		125390	Contributory	1870-1890
HO321	Keele	Street	172	Collingwood		125385	Contributory	1870-1890
HO321	Keele	Street	174	Collingwood		125380	Contributory	1870-1890
HO321	Keele	Street	175	Collingwood		125355	Contributory	1870-1890
HO321	Keele	Street	176	Collingwood		125375	Contributory	1870-1890
HO321	Keele	Street	177	Collingwood	Child Care Centre	125350	Not contributory	1980-1990
HO321	Keele	Street	178	Collingwood		125370	Contributory	1870-1890
HO321	Keele	Street	179A	Collingwood	Child Care Centre	139255	Not contributory	1980-1990
HO321	Keele	Street	180	Collingwood		125365	Contributory	1870-1890

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HO321	Wellington	Street	350	Collingwood	Factory	122680	Not contributory	1930-1940
HO321	Wellington	Street	351	Collingwood	Tower Hotel, former later The Office Inn	121345	Contributory	1850-1930
HO321	Wellington	Street	354	Collingwood	House	122685	Contributory	1880-1890
HO321	Wellington	Street	356	Collingwood	House	122690	Contributory	1880-1890
HO321	Wellington	Street	358	Collingwood	House	122695	Contributory	1880-1890
HO321	Wellington	Street	360	Collingwood	House	122700	Contributory	1880-1890
HO321	Wellington	Street	362	Collingwood		122705	Not contributory	1970-1980
HO321	Wellington	Street	364	Collingwood	Vacant site?	122710	Not contributory	Unknown
HO321	Wellington	Street	364-368	Collingwood	Salvation Army Young Peoples Hall & Youth Cnetre	319460	Individually Significant	1952
HO321	Wellington	Street	370	Collingwood		122720	Contributory	1880-1890
HO321	Wellington	Street	372	Collingwood		122725	Contributory	1880-1890
HO321	Wellington	Street	374	Collingwood	House	122730	Contributory	1870-1890
HO321	Wellington	Street	376	Collingwood		122735	Contributory	1870-1890
HO321	Wellington	Street	378	Collingwood		122740	Contributory	1850-1890
HO321	Wellington	Street	380	Collingwood		122745	Contributory	1850-1890
HO321	Wellington	Street	382	Collingwood		122750	Contributory	1880-1890
HO321	Wellington	Street	384	Collingwood		122755	Contributory	1880-1890
HO321	Wellington	Street	386	Collingwood		122760	Contributory	1870-1890
HO321	Wellington	Street	388	Collingwood	Linden Villa	122765	Individually Significant	1880-1890
HO321	Wellington	Street	390	Collingwood		122770	Not contributory	1970-1980?
HO321	Wellington	Street	392	Collingwood		122775	Contributory	1850-1890
HO321	Wellington	Street	394	Collingwood	Units	122780	Not contributory	1960-2000
HO321	Wellington	Street	396	Collingwood	Apartments	300820	Not contributory	1990-2000
HO322								
HO322	Adam	Street	1	Burnley		175785	Contributory	1870-1890
HO322	Adam	Street	3	Burnley		175780	Contributory	1870-1890
HO322	Barrow	Place	15	Burnley	Apartments	362810	Not contributory	c. 2010
HO323	Barrow	Place	17	Burnley	Apartments	362811	Not contributory	c. 2011
HO324	Barrow	Place	19	Burnley	Apartments	362812	Not contributory	c. 2012
HO325	Barrow	Place	21	Burnley	Apartments	362813	Not contributory	c. 2013
HO326	Barrow	Place	23	Burnley	Apartments	362814	Not contributory	c. 2014
HO327	Barrow	Place	25	Burnley	Apartments	362815	Not contributory	c. 2015
HO322	Barrow	Place	27	Burnley	Apartments	362810	Not contributory	c. 2010
HO322	Crimea	Street	1	Burnley		176040	Not contributory	1980-1990
HO322	Crimea	Street	1A	Burnley		176045	Not contributory	1980-1990
HO322	Crimea	Street	2	Burnley		176050	Contributory	1890-1900
HO322	Crimea	Street	3	Burnley		176035	Contributory	1900-1915
HO322	Crimea	Street	4	Burnley		176055	Contributory	1900-1915
HO322	Crimea	Street	5	Burnley		176030	Contributory	1900-1915
HO322	Crimea	Street	6	Burnley		176060	Contributory	1900-1915
HO322	Crimea	Street	7	Burnley		176025	Contributory	1900-1915
HO322	Crimea	Street	8	Burnley		176065	Contributory	1900-1915
HO322	Crimea	Street	9	Burnley		176020	Contributory	1900-1915
HO322	Crimea	Street	10	Burnley		176070	Contributory	1900-1915
HO322	Crimea	Street	11	Burnley		176015	Contributory	1900-1915
HO322	Crimea	Street	12	Burnley		176075	Contributory	1900-1915
HO322	Crimea	Street	13	Burnley		176010	Contributory	1900-1915
HO322	Crimea	Street	14	Burnley		176080	Contributory	1900-1915

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HO324	Bedford	Street	2	Collingwood	Factory	120615	Not contributory	1930-1940
HO324	Bedford	Street	3	Collingwood	Boot Factory, former	120495	Contributory	1880-1900?
HO324	Bedford	Street	4	Collingwood	Factory/warehouse / Caretaker's residences	285165	Not contributory	2000-2010
HO324	Bedford	Street	5	Collingwood	Saddle Factory, former	120500	Contributory	1880-1890
HO324	Bedford	Street	6-8	Collingwood	Factory	120480	Not contributory	1930-50?
HO324	Bedford	Street	7	Collingwood		120505	Not contributory	2000-2010
HO324	Bedford	Street	9	Collingwood		120505	Not contributory	2000-2010
HO324	Bedford	Street	11	Collingwood		120510	Contributory	1925-1930
HO324	Bedford	Street	13	Collingwood		120515	Contributory	1925-1930
HO324	Campbell	Street	114 - 116	Collingwood	Bourke & Cooke boot factory	123415	Contributory	1920
HO324	Campbell	Street	118	Collingwood	Car park	123415	Not contributory	Unknown
HO324	Campbell	Street	120	Collingwood	Townhouse	466400	Not contributory	2017
HO324	Campbell	Street	127A	Collingwood	House	123235	Contributory	1910-1920
HO324	Campbell	Street	129	Collingwood	House	123230	Contributory	1870-1890
HO324	Campbell	Street	131	Collingwood	House	123225	Contributory	1870-1890
HO324	Campbell	Street	133	Collingwood	House	123220	Contributory	1910-1920
HO324	Harmsworth	Street	59A	Collingwood		123630	Individually Significant	1860-1880
HO324	Harmsworth	Street	63	Collingwood	factory	123625	Contributory	1915-1925
HO324	Harmsworth	Street	65-67	Collingwood	Factory/warehouse	123620	Contributory	1915-1925
HO324	Harmsworth	Street	69	Collingwood		123615	Contributory	1860-1880
HO324	Harmsworth	Street	71	Collingwood		123610	Contributory	1860-1880
HO324	Harmsworth	Street	73	Collingwood	Factory	123600	Contributory	1915-1925
HO324	Harmsworth	Street	75-77	Collingwood	Workshop	123605	Not contributory	1960-1970
HO324	Johnston	Street	2	Collingwood	Shop	121340	Contributory	1900-1915
HO324	Johnston	Street	4-6	Collingwood	Factory	121335	Not contributory	1940-1955
HO324	Johnston	Street	5	Collingwood	Shop & residence	120635	Contributory	1880-1890
HO324	Johnston	Street	7	Collingwood	Shop & residence	120640	Contributory	1880-1890
HO324	Johnston	Street	8-10	Collingwood	Belmont	121330	Victorian Heritage Register	1850-1880
HO324	Johnston	Street	9	Collingwood	Shop & residence	120645	Contributory	1880-1890
HO324	Johnston	Street	11	Collingwood	Shop & residence	120650	Contributory	1880-1890
HO324	Johnston	Street	12-14	Collingwood	Metropolitan Gas Company Depot or Office and Show Rooms	121325	Individually Significant	1939 (earlier rear)
HO324	Johnston	Street	15	Collingwood	Shop & residence	120655	Contributory	1850-1870
HO324	Johnston	Street	16	Collingwood	Factory/workshop	121320	Not contributory	1950-1960
HO324	Johnston	Street	17	Collingwood	Shop & residence	120660	Contributory	1880-1890
HO324	Johnston	Street	19-21	Collingwood	Offices	120665	Not contributory	1960-1970
HO324	Johnston	Street	20	Collingwood	Shop & residence	121315	Contributory	1850-1890
HO324	Johnston	Street	23A-25A	Collingwood	Gregory Steel Products Pty Ltd. Engineering workshop complex, part	285910	Individually Significant	1939
HO324	Johnston	Street	24	Collingwood	offices	121310	Not contributory	1980-1990
HO324	Johnston	Street	27-29	Collingwood	Gregory Steel Products Pty Ltd. Engineering workshop complex, part	120680	Individually Significant	1941
HO324	Johnston	Street	28-30	Collingwood	Garage	121305	Not contributory	1960-1970
HO324	Johnston	Street	31-33	Collingwood	Shops & office façade, (see also Court House Hotel)	120685	Individually Significant	1954, 1860s
HO324	Johnston	Street	31-33 (rear)	Collingwood	Court House Hotel, later part Gregory Steel Products Pty Ltd. engineering workshop complex	120685	Contributory	1860-1880
HO324	Johnston	Street	32	Collingwood	Jim's (Greek) Tavern	121300	Contributory	1900-1915
HO324	Johnston	Street	34	Collingwood	Keeà Buildings	121295	Contributory	1880-1890
HO324	Johnston	Street	35-63	Collingwood	Collingwood Technical School complex, later Collingwood TAFE	120710	Individually Significant	3, 1923, 1938, 1948-9,
HO324	Johnston	Street	35-63 (mural)	Collingwood	Keith Haring mural, east wall Main Building, Collingwood Technical School complex	120710	Victorian Heritage Register	1984
HO324	Johnston	Street	36	Collingwood	Keeà Buildings	121290	Contributory	1880-1890
HO324	Johnston	Street	38	Collingwood		121285	Contributory	1880-1900
HO324	Johnston	Street	40	Collingwood	Council Club hotel, former	121275	Contributory	1850-1890
HO324	Johnston	Street	44-52	Collingwood		121270	Not contributory	1960-1970

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HO324	Johnston	Street	174	Collingwood	Shop & residence	121070	Contributory	1900-1915
HO324	Johnston	Street	175	Collingwood	Gold Star Bakery, Shop & residence	120940	Contributory	1890
HO324	Johnston	Street	176	Collingwood	Shop & residence	260770	Contributory	1900-1915
HO324	Johnston	Street	177-181	Collingwood	City Hotel, former, now Barley Corn Café	120945	Contributory	1860-1890
HO324	Johnston	Street	178	Collingwood	Trevena Buildings, shop & residence	121065	Individually Significant	1900-1915
HO324	Johnston	Street	180	Collingwood	Trevena Buildings, shop & residence	121060	Individually Significant	1900-1915
HO324	Johnston	Street	183	Collingwood	Shop & residence	120950	Contributory	1850-1890
HO324	Johnston	Street	184-186	Collingwood	Garage or factory?	121055	Not contributory	1930-1950?
HO324	Johnston	Street	185	Collingwood	Shop & residence	120950	Contributory	1850-1890
HO324	Johnston	Street	187	Collingwood	Shop & residence	120955	Contributory	1886
HO324	Johnston	Street	188-190	Collingwood		121050	Contributory	1915?
HO324	Johnston	Street	189	Collingwood	Shop	120960	Not contributory	1930-1940
HO324	Johnston	Street	192 -194	Collingwood	Offices	121045	Not contributory	1980-1990
HO324	Johnston	Street	193	Collingwood	Shop & residence	120965	Contributory	1900-1915
HO324	Johnston	Street	195	Collingwood	Shop & residence	120970	Contributory	1900-1915
HO324	Johnston	Street	196	Collingwood	Offices, showroom?	121040	Not contributory	1960-1970
HO324	Johnston	Street	197	Collingwood	Shop & residence	120975	Contributory	1900-1915
HO324	Johnston	Street	199	Collingwood	Shop & residence	120980	Contributory	1880-1890
HO324	Johnston	Street	200-202	Collingwood	Austral Theatre, later Austral Picture Theatre	121035	Individually Significant	1921
HO324	Johnston	Street	201	Collingwood	Shop & residence	120980	Contributory	1880-1890
HO324	Johnston	Street	203	Collingwood	Shop & residence	120985	Contributory	1880-1890
HO324	Johnston	Street	204-206	Collingwood	Office and warehouse	121030	Not contributory	1960-1970
HO324	Johnston	Street	205	Collingwood	Shop & residence	120990	Contributory	1880-1890
HO324	Johnston	Street	207	Collingwood	Shop & residence	120995	Contributory	1880-1890
HO324	Johnston	Street	207-209	Collingwood	Shop & residence	121000	Contributory	1880-1890
HO324	Johnston	Street	208	Collingwood	Shop & residence	121025	Individually Significant	1900-1915
HO324	Johnston	Street	210	Collingwood	Westwood House	121020	Contributory	1880-1890
HO324	Johnston	Street	212-218	Collingwood	Showroom/offices	121015	Not contributory	1960-1970
HO324	Johnston	Street	220	Collingwood	Cumberland House, shop & residences	121010	Contributory	1870-1890
HO324	Johnston	Street	222-230	Collingwood	Offices/Showroom/Factory	121005	Not contributory	1960-1970
HO324	Palmer	Street	52A	Collingwood		123575	Contributory	1850-1890
HO324	Palmer	Street	54	Collingwood		291665	Contributory	1850-1890
HO324	Palmer	Street	56	Collingwood		123580	Contributory	1850-1890
HO324	Palmer	Street	58-60	Collingwood		123585	Contributory	1900-1915
HO324	Palmer	Street	62	Collingwood	Factory?	123590	Not contributory	1930-1940
HO324	Palmer	Street	68	Collingwood		123595	Not contributory	Unknown
HO324	Palmer	Street	69	Collingwood	House	123435	Contributory	1870-1880
HO324	Palmer	Street	71	Collingwood	House	123430	Contributory	1870-1880
HO324	Palmer	Street	73	Collingwood	House	123425	Contributory	1890-1900
HO324	Palmer	Street	75	Collingwood	Coach Factory	123425	Contributory	1925-1935
HO324	Palmer	Street	77	Collingwood	House	139160	Not contributory	1980-2000
HO324	Palmer	Street	79	Collingwood	House	139165	Not contributory	1980-2000
HO324	Palmer	Street	81	Collingwood	House	139170	Not contributory	1980-2000
HO324	Perry	Street	6	Collingwood	Factory/warehouse	271280	Not contributory	1930-1940?
HO324	Perry	Street	10	Collingwood	Factory/warehouse (Gregory Steel Products P/L part)	120475	Contributory	1915-1935
HO324	Sydney	Street	62	Collingwood	Townhouse	138800	Not contributory	1980-1990
HO324	Wellington	Street	278	Collingwood	Shop & residence	122545	Contributory	1850-1890
HO324	Wellington	Street	280	Collingwood	Shop & residence	122550	Contributory	1850-1890
HO324	Wellington	Street	282	Collingwood	Shop & residence	122555	Contributory	1850-1890
HO324	Wellington	Street	284	Collingwood	Shop & residence	122560	Contributory	1850-1890

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HO327	Miller	Street	129	Fitzroy North	Shop & residence	230625	Contributory	1900-1915
HO327	Miller	Street	130	Fitzroy North	O'Neill house	231235	Individually Significant	1940
HO327	Miller	Street	131 (part)	Fitzroy North		230630	Unknown Contributory	Unknown
HO327	Miller	Street	131A (part)	Fitzroy North		230635	Contributory	Unknown
HO327	Miller	Street	133	Fitzroy North	Jolly	230640	Not contributory	1950-1960
HO327	Miller	Street	133A	Fitzroy North	Jolly	230645	Not contributory	1950-1960
HO327	Miller	Street	134	Fitzroy North		231240	Contributory	1930-1940
HO327	Miller	Street	135	Fitzroy North		230650	Not contributory	1935-1955
HO327	Miller	Street	135A	Fitzroy North		230655	Not contributory	1935-1955
HO327	Miller	Street	136	Fitzroy North	Webb house	231245	Individually Significant	1939
HO327	Miller	Street	137	Fitzroy North		230660	Individually Significant	1915-1925
HO327	Miller	Street	139	Fitzroy North		230665	Contributory	1900-1915
HO327	Miller	Street	140	Fitzroy North		231250	Contributory	1900-1915
HO327	Miller	Street	140A	Fitzroy North		231255	Contributory	1900-1915
HO327	Miller	Street	141	Fitzroy North		230670	Contributory	1900-1915
HO327	Miller	Street	142	Fitzroy North		231260	Contributory	1900-1915
HO327	Miller	Street	144	Fitzroy North		231265	Contributory	1900-1915
HO327	Miller	Street	145	Fitzroy North		230675	Contributory	1900-1915
HO327	Miller	Street	146	Fitzroy North		231270	Not contributory	1900-1915?
HO327	Miller	Street	147	Fitzroy North		230680	Individually Significant	1900-1915?
HO327	Miller	Street	148	Fitzroy North		231275	Contributory	1915-1925
HO327	Miller	Street	149	Fitzroy North		230685	Not contributory	1980-1990
HO327	Miller	Street	150	Fitzroy North		231280	Contributory	1915-1925
HO327	Miller	Street	151	Fitzroy North		230705	Contributory	1900-1915
HO327	Miller	Street	152	Fitzroy North		231285	Contributory	1915-1925
HO327	Miller	Street	154	Fitzroy North		231290	Contributory	1915-1925
HO327	Miller	Street	155	Fitzroy North		230710	Not contributory	1950-1960
HO327	Miller	Street	157/1	Fitzroy North	Unit	230715	Not contributory	1960-1970
HO327	Miller	Street	157/2	Fitzroy North	Unit	230720	Not contributory	1960-1970
HO327	Miller	Street	157/3	Fitzroy North	Unit	230725	Not contributory	1960-1970
HO327	Miller	Street	159	Fitzroy North		230730	Not contributory	1960-1970
HO327	Miller	Street	161/1-3	Fitzroy North	Flats	230735	Not contributory	1970-1980
HO327	Miller	Street	163	Fitzroy North		230750	Not contributory	1960-1970
HO327	Miller	Street	165	Fitzroy North		230755	Contributory	1900-1915
HO327	Miller	Street	167	Fitzroy North		230760	Contributory	1900-1915
HO327	Miller	Street	169	Fitzroy North		230765	Contributory	1900-1915
HO327	Miller	Street	171	Fitzroy North	Shop & residence	230770	Contributory	1900-1915
HO327	Miller	Street	174	Fitzroy North		231295	Contributory	1915-1925
HO327	Miller	Street	175	Fitzroy North	Merri State School 3110	230775	Individually Significant	1915-1925
HO327	Miller	Street	176	Fitzroy North		231300	Contributory	1915-1925
HO327	Miller	Street	178	Fitzroy North		231305	Contributory	1915-1925
HO327	Miller	Street	178A	Fitzroy North		231305	Contributory	1900-1915
HO327	Miller	Street	180	Fitzroy North		231315	Not contributory	1960-1970
HO327	Miller	Street	182	Fitzroy North		231320	Contributory	1900-1915
HO327	Miller	Street	184	Fitzroy North		231325	Contributory	1900-1915
HO327	Miller	Street	186	Fitzroy North		231330	Not contributory	1950-1960
HO327	Miller	Street	190-192	Fitzroy North	House	231340	Individually Significant	1900-1915
HO327	Miller	Street	194	Fitzroy North		231345	Not contributory	1850-1890?
HO327	Miller	Street	196	Fitzroy North		231350	Contributory	1900-1915
HO327	Miller	Street	198	Fitzroy North		231355	Contributory	1900-1915

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HO327	Newry	Street	95	Fitzroy North		214895	Contributory	1880-1890
HO327	Newry	Street	96	Fitzroy North		247110	Contributory	1880-1890
HO327	Newry	Street	97	Fitzroy North		246970	Contributory	1880-1890
HO327	Newry	Street	98	Fitzroy North		247115	Contributory	1880-1890
HO327	Newry	Street	99	Fitzroy North		246975	Contributory	1890-1900
HO327	Newry	Street	100	Fitzroy North		247120	Contributory	1880-1890
HO327	Newry	Street	101	Fitzroy North		246980	Contributory	1880-1890
HO327	Newry	Street	102	Fitzroy North		247125	Contributory	1880-1890
HO327	Newry	Street	103	Fitzroy North		246985	Contributory	1880-1890
HO327	Newry	Street	104	Fitzroy North		247130	Contributory	1880-1890
HO327	Newry	Street	105	Fitzroy North		246990	Contributory	1880-1890
HO327	Newry	Street	106	Fitzroy North		247135	Contributory	1880-1890
HO327	Newry	Street	107	Fitzroy North		246995	Contributory	1880-1890
HO327	Newry	Street	108	Fitzroy North		247140	Contributory	1880-1890
HO327	Newry	Street	109	Fitzroy North		247000	Contributory	1880-1890
HO327	Alexandra	Parade	27	Fitzroy North	St Brigid's former convent	231650	Contributory	1919
HO327	Nicholson	Street	378A	Fitzroy North	St Brigid's Roman Catholic Presbytery	231650	Individually Significant	1880-1890
HO327	Nicholson	Street	378	Fitzroy North	St Brigid's Roman Catholic Church & organ	231650	Individually Significant	1869-1873
HO327	Nicholson	Street	378C	Fitzroy North	St Brigid's Roman Catholic School ~~Room~~ and hall	231650	Individually Significant	1870-1890
HO327	York	Street	20	Fitzroy North	S.Brigid's School	231650	Contributory	1924
HO327	Nicholson	Street	380	Fitzroy North	Shell Service Station	231655	Not contributory	1990-2000
HO327	Nicholson	Street	396	Fitzroy North	Estella	231660	Contributory	1870-1890
HO327	Nicholson	Street	400	Fitzroy North	Shop & residence	231665	Contributory	1870-1890
HO327	Nicholson	Street	402	Fitzroy North		231670	Not contributory	1870-1890
HO327	Nicholson	Street	404	Fitzroy North	Juno Cottage	231675	Contributory	1870-1890
HO327	Nicholson	Street	408	Fitzroy North		231680	Contributory	1870-1890
HO327	Nicholson	Street	410	Fitzroy North		231685	Contributory	1870-1890
HO327	Nicholson	Street	412	Fitzroy North	Lucini house	231690	Individually Significant	1939
HO327	Nicholson	Street	414	Fitzroy North	shop & residence, former	231695	Individually Significant	1910-1925
HO327	Nicholson	Street	418	Fitzroy North		231700	Contributory	1870-1890
HO327	Nicholson	Street	422	Fitzroy North		231705	Contributory	1870-1890
HO327	Nicholson	Street	424	Fitzroy North	Shop & residence	231710	Contributory	1900-1915
HO327	Nicholson	Street	426	Fitzroy North	Shop & residence	231715	Contributory	1870-1890
HO327	Nicholson	Street	428	Fitzroy North		231720	Contributory	1870-1890
HO327	Nicholson	Street	430	Fitzroy North		231725	Contributory	1870-1890
HO327	Nicholson	Street	432	Fitzroy North		231730	Contributory	1870-1890
HO327	Nicholson	Street	434	Fitzroy North		231735	Contributory	1870-1890
HO327	Nicholson	Street	436	Fitzroy North		231740	Contributory	1900-1915
HO327	Nicholson	Street	440	Fitzroy North		231745	Contributory	1900-1910
HO327	Nicholson	Street	442	Fitzroy North	Royal Oak Hotel	231750	Individually Significant	1926
HO327	Nicholson	Street	446	Fitzroy North	Araluen House, Shop & residence	231755	Contributory	1881
HO327	Nicholson	Street	448	Fitzroy North	Shop & residence, former	231760	Contributory	1881
HO327	Nicholson	Street	450	Fitzroy North	Shop & residence, former	231765	Contributory	1880-1890
HO327	Nicholson	Street	452	Fitzroy North	Shop & residence, former	231770	Contributory	1880-1890
HO327	Nicholson	Street	454-456	Fitzroy North	Restaurant, shop	231775	Not contributory	1960-1970
HO327	Nicholson	Street	458	Fitzroy North	Dorset	231785	Contributory	1870-1890
HO327	Nicholson	Street	462	Fitzroy North		231790	Contributory	1870-1890
HO327	Nicholson	Street	464	Fitzroy North		231795	Contributory	1870-1890
HO327	Nicholson	Street	466	Fitzroy North	Townhouses	231800	Not contributory	1970-1980
HO327	Nicholson	Street	492	Fitzroy North		231915	Contributory	1900-1915

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HO327	Woodside	Street	8	Fitzroy North		251410	Contributory	1880-1890
HO327	Woodside	Street	9	Fitzroy North	Townhouse	283345	Not contributory	1990-2000
HO327	Woodside	Street	9-21	Fitzroy North	Apartments	283350	Not contributory	1970-1980
HO327	Woodside	Street	10	Fitzroy North		251415	Contributory	1880-1890
HO327	Woodside	Street	12	Fitzroy North		251420	Contributory	1880-1890
HO327	Woodside	Street	14	Fitzroy North		251425	Contributory	1880-1890
HO327	Woodside	Street	18	Fitzroy North		251430	Not contributory	1850-1890
HO327	Woodside	Street	20	Fitzroy North		251435	Contributory	1880-1890
HO327	Woodside	Street	21	Fitzroy North	Fashoda	283365	Contributory	1890-1900
HO327	Woodside	Street	22	Fitzroy North		251440	Contributory	1850-1890
HO327	Woodside	Street	23	Fitzroy North	Grocer's shop, former	251320	Contributory	1850-1890
HO327	Woodside	Street	24	Fitzroy North		251445	Contributory	1880-1890
HO327	Woodside	Street	25	Fitzroy North		251325	Contributory	1880-1900
HO327	Woodside	Street	26	Fitzroy North		251450	Contributory	1880-1890
HO327	Woodside	Street	27	Fitzroy North		251330	Contributory	1900-1915
HO327	Woodside	Street	28	Fitzroy North		251455	Contributory	1880-1890
HO327	Woodside	Street	29	Fitzroy North		251335	Contributory	1900-1915
HO327	Woodside	Street	30	Fitzroy North		251460	Contributory	1880-1890
HO327	Woodside	Street	32	Fitzroy North		251465	Contributory	1900-1915
HO327	Woodside	Street	33	Fitzroy North		251340	Contributory	1900-1915
HO327	Woodside	Street	34	Fitzroy North		251470	Not contributory	1900-1915
HO327	Woodside	Street	37	Fitzroy North		251345	Contributory	1850-1890
HO327	Woodside	Street	38	Fitzroy North		251475	Contributory	1880-1890
HO327	Woodside	Street	39	Fitzroy North		251350	Contributory	1850-1890
HO327	Woodside	Street	40	Fitzroy North		251480	Contributory	1880-1890
HO327	Woodside	Street	41	Fitzroy North		251355	Contributory	1880-1890
HO327	Woodside	Street	42	Fitzroy North		251485	Contributory	1880-1890
HO327	Woodside	Street	43	Fitzroy North		251360	Contributory	1880-1890
HO327	Woodside	Street	44	Fitzroy North		251490	Not contributory	1880-1890
HO327	Woodside	Street	45	Fitzroy North		251365	Contributory	1880-1890
HO327	Woodside	Street	46	Fitzroy North		251495	Contributory	1880-1890
HO327	Woodside	Street	47	Fitzroy North		251370	Contributory	1880-1890
HO327	Woodside	Street	49	Fitzroy North		251375	Contributory	1880-1890
HO327	Woodside	Street	50	Fitzroy North		251500	Not contributory	1880-1960?
HO327	Woodside	Street	51	Fitzroy North		251380	Contributory	1850-1890
HO327	Woodside	Street	52	Fitzroy North		251505	Not contributory	1915-1925
HO327	Woodside	Street	53	Fitzroy North		251385	Contributory	1850-1890
HO327	Woodside	Street	55	Fitzroy North		251390	Contributory	1850-1890
HO327	York	Street	9-11	Fitzroy North	Flats	237050	Not contributory	1960-1970
HO327	York	Street	17	Fitzroy North		237065	Contributory	1900-1915
HO327	York	Street	19	Fitzroy North	Townhouse	237070	Not contributory	1990-2000
HO327	York	Street	23	Fitzroy North		237075	Contributory	1880-1890
HO327	York	Street	25	Fitzroy North		237080	Contributory	1880-1890
HO327	York	Street	27	Fitzroy North		237085	Contributory	1880-1890
HO327	York	Street	29	Fitzroy North		237090	Contributory	1880-1890
HO327	York	Street	31	Fitzroy North		237095	Contributory	1880-1890
HO327	York	Street	33	Fitzroy North		237100	Contributory	1880-1890
HO327	York	Street	35	Fitzroy North		296590	Contributory	1880-1890
HO327	York	Street	37	Fitzroy North		237110	Not contributory	1880-1890
~~HO327~~	~~York~~	~~Street~~	~~38-42~~	~~Fitzroy North~~	~~Flats~~	~~237240~~	~~Not contributory~~	~~1950-1960~~

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HO332	Grattan	Place	2	Richmond		184945	Individually Significant	1850-1860
HO332	Grattan	Place	4	Richmond		184950	Contributory	1870-1890
HO332	Grattan	Place	5	Richmond		185020	Not contributory	Unknown
HO332	Grattan	Place	6	Richmond	Weatherboard Cottage	184955	Individually Significant	1860-1880
HO332	Grattan	Place	7	Richmond		185015	Contributory	1870-1890
HO332	Grattan	Place	8	Richmond		184960	Contributory	1870-1890
HO332	Grattan	Place	9	Richmond		185010	Contributory	1870-1890
HO332	Grattan	Place	10	Richmond		184965	Contributory	1870-1890
HO332	Grattan	Place	11	Richmond	House & palm	185005	Individually Significant	1860-1880
HO332	Grattan	Place	12	Richmond		177385	Not contributory	Unknown
HO332	Grattan	Place	13	Richmond		185000	Individually Significant	1860-1880
HO332	Grattan	Place	15	Richmond		184995	Individually Significant	1850-1890
HO332	Grattan	Place	15A	Richmond		184990	Contributory	1850-1890
HO332	Grattan	Place	17	Richmond		184985	Contributory	1860-1880
HO332	Grattan	Place	18	Richmond	Park Villa	183470	Not contributory	Unknown
HO332	Grattan	Place	19	Richmond		184980	Contributory	1870-1890
~~HO332~~	~~Grattan~~	~~Place~~	~~20~~	~~Richmond~~		~~183475~~	~~Unknown~~	~~Unknown~~
HO332	Grattan	Place	21	Richmond		184975	Contributory	1860-1880
HO332	Grattan	Place	22	Richmond	Palm Court, palm	183480	Not contributory	Unknown
HO332	Grattan	Place	23	Richmond		184970	Contributory	1860-1880
HO332	Hodgson	Terrace	1	Richmond		189600	Contributory	1870-1890
HO332	Hodgson	Terrace	2	Richmond	Townhouse	189605	Not contributory	1980-1990
HO332	Hodgson	Terrace	3	Richmond		189595	Contributory	1870-1890
HO332	Hodgson	Terrace	4	Richmond	Townhouse	189610	Not contributory	1990-2000
HO332	Hodgson	Terrace	5	Richmond		189590	Contributory	1870-1890
HO332	Hodgson	Terrace	6	Richmond		189615	Contributory	1870-1890
HO332	Hodgson	Terrace	7	Richmond		189585	Contributory	1870-1890
HO332	Hodgson	Terrace	8	Richmond		189620	Contributory	1870-1890
HO332	Hodgson	Terrace	9	Richmond		189580	Contributory	1870-1890
HO332	Hodgson	Terrace	10	Richmond		189625	Contributory	1870-1890
HO332	Hodgson	Terrace	11	Richmond		189575	Contributory	1870-1890
HO332	Hodgson	Terrace	12	Richmond		189630	Contributory	1870-1890
HO332	Hodgson	Terrace	13	Richmond		189575	Contributory	1870-1890
HO332	Hodgson	Terrace	14	Richmond		189635	Contributory	1870-1890
HO332	Hodgson	Terrace	15	Richmond		189570	Not contributory	1980-1990
HO332	Hodgson	Terrace	16	Richmond		189640	Contributory	1870-1890
HO332	Hodgson	Terrace	17	Richmond		189565	Not contributory	1980-1990
HO332	Hodgson	Terrace	18	Richmond		189645	Contributory	1870-1890
HO332	Hodgson	Terrace	19	Richmond		189560	Not contributory	1850-1890
HO332	Hodgson	Terrace	21A	Richmond		189550	Not contributory	1980-1990
HO332	Hodgson	Terrace	21B	Richmond		189555	Not contributory	1980-1990
HO332	Hodgson	Terrace	23	Richmond		189545	Contributory	1860-1880
HO332	Hodgson	Terrace	25	Richmond		189540	Contributory	1860-1880
HO332	Hodgson	Terrace	27	Richmond		189535	Contributory	1850-1890
HO332	Hodgson	Terrace	29	Richmond	Park	189530	Not contributory	Unknown
HO332	Hodgson	Terrace	31	Richmond	Park	189525	Not contributory	Unknown
HO332	King	Street	1	Richmond		186255	Contributory	1870-1890
HO332	King	Street	3	Richmond		186260	Contributory	1870-1890
HO332	King	Street	5	Richmond		186265	Contributory	1870-1890
HO332	King	Street	7	Richmond		186270	Contributory	1870-1890

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HO332	Lennox	Street	230	Richmond		179350	Not contributory	1850-1890?
HO332	Lennox	Street	232	Richmond	J.Devine Shop & residence	179345	Contributory	1870-1890
HO332	Lennox	Street	234	Richmond	J.Devine Shop & residence	179340	Contributory	1870-1890
HO332	Lennox	Street	236	Richmond	J.Devine Shop & residence	179335	Contributory	1870-1890
~~HO332~~	Lennox	Street	236A	Richmond		179330	Unknown	1900-1915
HO332	Lennox	Street	238-240	Richmond	The London Tavern Hotel	179325	Individually Significant	1921
HO332	Lennox	Street	239	Richmond	Flats	178745	Not contributory	1960-1970
HO332	Lennox	Street	242-248	Richmond	Factory/warehouse	179320	Not contributory	1970-1980
HO332	Lennox	Street	245	Richmond		178825	Contributory	1870-1890
HO332	Lennox	Street	247	Richmond		178830	Contributory	1870-1890
HO332	Lennox	Street	249-251	Richmond	Flats	178835	Not contributory	1960-1970
HO332	Lennox	Street	250	Richmond	Shop & residence	179315	Contributory	1860-1880
HO332	Lennox	Street	252	Richmond	Shop & residence	179315	Contributory	1860-1880
HO332	Lennox	Street	253-255	Richmond	Shop & residence?	178865	Not contributory	Unknown
HO332	Lennox	Street	254	Richmond	Warehouse, former	179305	Individually Significant	1860-1880
HO332	Lennox	Street	256	Richmond	Shop & residence	179300	Contributory	1850-1880
HO332	Lennox	Street	257	Richmond	Shops/offices	178870	Not contributory	1990-2000
HO332	Lennox	Street	258	Richmond		179295	Contributory	1850-1880
HO332	Lennox	Street	259	Richmond	Shops/offices	178880	Not contributory	1990-2000
HO332	Lennox	Street	260	Richmond		179290	Contributory	1870-1890
HO332	Lennox	Street	262	Richmond		179285	Contributory	1860-1880
HO332	Lennox	Street	263-265	Richmond	Flats	178885	Not contributory	1970-1980
HO332	Lennox	Street	264	Richmond		179280	Contributory	1860-1880
HO332	Lennox	Street	266	Richmond	Shop & residence, former?	179275	Contributory	1860-1880
HO332	Lennox	Street	267-269	Richmond	Flats	178940	Not contributory	1970-1980
HO332	Lennox	Street	268	Richmond		179270	Contributory	1860-1880
HO332	Lennox	Street	270	Richmond	Daibrae	179265	Individually Significant	1870-1890
HO332	Lennox	Street	271-273	Richmond	Flats	178980	Not contributory	1970-1980
HO332	Lennox	Street	274	Richmond		179260	Not contributory	1850-1890?
HO332	Lennox	Street	275	Richmond	Townhouses	322050	Not contributory	1990-2000
HO332	Lennox	Street	276	Richmond		179255	Contributory	1900-1915
HO332	Lennox	Street	276A	Richmond		179250	Contributory	1900-1915
HO332	Lennox	Street	277	Richmond	Townhouse	179020	Not contributory	1990-2000
HO332	Lennox	Street	278	Richmond		179245	Contributory	1860-1880
HO332	Lennox	Street	279	Richmond	Townhouse	322070	Not contributory	1990-2000
HO332	Lennox	Street	280	Richmond		179240	Contributory	1860-1880
HO332	Lennox	Street	282	Richmond		179235	Contributory	1850-1890
HO332	Lennox	Street	284	Richmond		179230	Contributory	1860-1880
HO332	Lennox	Street	285	Richmond	Factory/warehouse, former church?	179025	Not contributory	1870-1940?
HO332	Lennox	Street	285A	Richmond	Factory/warehouse	179020	Not contributory	1870-1940?
HO332	Lennox	Street	286	Richmond		179225	Contributory	1860-1880
HO332	Lennox	Street	288	Richmond		179220	Contributory	1870-1890
HO332	Lennox	Street	290	Richmond		179215	Contributory	1870-1890
HO332	Lennox	Street	291	Richmond	Townhouse	300025	Not contributory	1990-2000
HO332	Lennox	Street	292	Richmond		179210	Contributory	1870-1890
HO332	Lennox	Street	293	Richmond	Townhouse	300030	Not contributory	1990-2000
HO332	Lennox	Street	294	Richmond		179205	Contributory	1870-1890
HO332	Lennox	Street	295	Richmond	Townhouse	300035	Not contributory	1990-2000
HO332	Lennox	Street	296	Richmond		179200	Contributory	1870-1890
HO332	Lennox	Street	297	Richmond	Townhouse	300040	Not contributory	1990-2000

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HO332	Waltham	Street	27	Richmond		189095	Contributory	1870-1890
HO332	Waltham	Street	28	Richmond	Flats	189315	Contributory	1930-1940
HO332	Waltham	Street	29	Richmond		301370	Individually Significant	1870-1890
HO332	Waltham	Street	29A	Richmond	Townhouse	301380	Not contributory	2000-2010
HO332	Waltham	Street	31	Richmond		189085	Contributory	1870-1900
HO332	Waltham	Street	33	Richmond		189080	Contributory	1850-1900
HO332	Waltham	Street	35	Richmond	Flats	189040	Not contributory	1970-1980
HO332	Waltham	Street	37	Richmond		189035	Not contributory	1850-1890
HO332	Waltham	Street	39	Richmond		189030	Individually Significant	1870-1890
HO332	Waltham	Street	40	Richmond	Townhouse	189335	Not contributory	1990-2000
HO332	Waltham	Street	41	Richmond		189025	Individually Significant	1870-1890
HO332	Waltham	Street	42	Richmond	James Blackburn's house	189330	Individually Significant	1850-1860
HO332	Waltham	Street	44	Richmond	Boarding House, FCJ	189355	Not contributory	2005
HO332	Wangaratta	Street	1	Richmond	Townhouse	187030	Not contributory	1980-1990
HO332	Wangaratta	Street	2	Richmond	Units	305370	Not contributory	1990-2000
HO332	Wangaratta	Street	3	Richmond		187025	Not contributory	1970-1980
HO332	Wangaratta	Street	4	Richmond		187040	Not contributory	1970-1990
HO332	Wangaratta	Street	5	Richmond		187020	Not contributory	1850-1890
HO332	Wangaratta	Street	7	Richmond		187015	Not contributory	1850-1890
HO332	Wangaratta	Street	8	Richmond		187045	Not contributory	1870-1890
HO332	Wangaratta	Street	9	Richmond		187010	Not contributory	1960-1970
HO332	Wangaratta	Street	10	Richmond		187050	Contributory	1900-1915
HO332	Wangaratta	Street	11	Richmond		187005	Not contributory	1950-1960
HO332	Wangaratta	Street	12	Richmond		187055	Contributory	1850-1890
HO332	Wangaratta	Street	13-15	Richmond		187000	Not contributory	2000-2010
HO332	Wangaratta	Street	14	Richmond		187060	Contributory	1850-1890
HO332	Wangaratta	Street	16	Richmond		187065	Contributory	1870-1890
HO332	Wangaratta	Street	17-19	Richmond	Factory/warehouse	186995	Not contributory	1980-1990
HO332	Wangaratta	Street	18	Richmond	Townhouse	313900	Not contributory	2000-2010
HO332	Wangaratta	Street	20	Richmond	Townhouse	313910	Not contributory	2000-2010
HO332	Wangaratta	Street	21	Richmond	Factory/warehouse	186990	Not contributory	1970-1980
HO332	Wangaratta	Street	22	Richmond	Townhouse	313920	Not contributory	2000-2010
HO332	Wangaratta	Street	23	Richmond	Factory/warehouse	186980	Not contributory	1970-1980
HO332	Wangaratta	Street	24	Richmond	Townhouse	313930	Not contributory	2000-2010
HO332	Wangaratta	Street	25	Richmond	Gym	186975	Not contributory	1970-1980
HO332	Wangaratta	Street	26	Richmond	Townhouse	313940	Not contributory	2000-2010
HO332	Wangaratta	Street	28	Richmond	Townhouse	313950	Not contributory	2000-2010
HO332	Wangaratta	Street	30	Richmond	Factory/warehouse	187080	Not contributory	1935-1955
HO332	Wangaratta	Street	31-43	Richmond	Len Vogue Parapet/L Clothing manufacturer factory/warehouse	186970	Not contributory	1970c
HO332	Wangaratta	Street	32	Richmond	Factory/warehouse	187095	Not contributory	1935-1955
HO332	Wangaratta	Street	45-47	Richmond	Factory/warehouse	186960	Not contributory	1930-1950
HO332	Wangaratta	Street	51	Richmond		186965	Not contributory	Unknown
HO332	Waverley	Street	1	Richmond		187965	Contributory	1850-1860
HO332	Waverley	Street	3	Richmond		187970	Contributory	1850-1860
HO332	Waverley	Street	5	Richmond		187975	Contributory	1850-1860
HO332	Waverley	Street	7	Richmond		187980	Not contributory	1990-2000
HO332	Waverley	Street	7A	Richmond		284870	Not contributory	1990-2000
HO332	Waverley	Street	9	Richmond		288600	Not contributory	1990-2000
HO332	Waverley	Street	9A	Richmond		288605	Not contributory	1990-2000
HO332	Waverley	Street	11	Richmond	Demolished? Townhouses	187990	Not Contributory	1850-18702000s

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HO334	Henry	Street	17	Fitzroy		242760	Contributory	1870-1880
HO334	Henry	Street	19	Fitzroy		242765	Contributory	1870-1880
HO334	Hertford	Street	3	Fitzroy		260370	Not contributory	1850-1890
HO334	Highett	Place	1	Fitzroy		293415	Individually Significant	1870-1880
HO334	Highett	Place	1A	Fitzroy	Factory/warehouse	260375	Contributory	1915-1925
HO334	Highett	Place	2	Fitzroy		260380	Not contributory	1950-1970
HO334	Highett	Place	3	Fitzroy		293420	Individually Significant	1870-1880
HO334	Highett	Place	4	Fitzroy	Townhouse	260385	Not contributory	1990-200
HO334	Highett	Place	6	Fitzroy	Townhouse	260395	Not contributory	1990-2000
HO334	Hodgson	Street	3	Fitzroy	Factory/warehouse	259245	Contributory	1890-1910
HO334	Hodgson	Street	7	Fitzroy	Land	355870	Unknown	Unknown
HO334	Hodgson	Street	23	Fitzroy		260405	Individually Significant	1860-1870
HO334	Hodgson	Street	25	Fitzroy	Hodgson House	260410	Individually Significant	1860-1870
HO334	Hodgson	Street	26	Fitzroy	Ackmans Factory/warehouse, residence	260415	Individually Significant	1900-1915
HO334	Hodgson	Street	32	Fitzroy	Land	351470	Unknown	Unknown
HO334	James	Street	1	Fitzroy	Apartments	302560	Individually Significant	1870-1890
HO334	James	Street	2	Fitzroy		260435	Contributory	1870-1890
HO334	James	Street	3	Fitzroy		260420	Not contributory	1850-1890
HO334	James	Street	4	Fitzroy		260440	Contributory	1870-1890
HO334	James	Street	5	Fitzroy	Townhouse	260425	Not contributory	1980-1990
HO334	James	Street	6	Fitzroy		260445	Contributory	1870-1890
HO334	James	Street	8	Fitzroy		260450	Contributory	1870-1890
HO334	James	Street	10	Fitzroy		260455	Contributory	1870-1890
HO334	James	Street	11	Fitzroy		260430	Contributory	1870-1890
HO334	John	Street	1-9	Fitzroy	Factory/warehouse, former	279765	Not contributory	1940-1960
HO334	John	Street	2	Fitzroy		260465	Contributory	1860-1880
HO334	John	Street	4	Fitzroy		260470	Contributory	1860-1880
HO334	John	Street	6	Fitzroy		260475	Contributory	1860-1880
HO334	John	Street	8	Fitzroy		260480	Contributory	1860-1880
HO334	John	Street	10	Fitzroy		260485	Contributory	1860-1880
HO334	John	Street	11-15	Fitzroy	Factory/warehouse	262165	Individually Significant	1880-1900
HO334	John	Street	12-14	Fitzroy		260490	Not contributory	1970-1980
HO334	John	Street	18	Fitzroy		260495	Contributory	1860-1870
HO334	John	Street	20-22	Fitzroy	Vacant land	260500	Not contributory	Unknown
HO334	John	Street	21-23	Fitzroy	EARLY CHILDHOOD CO-OP	260495	Not contributory	1970-1980
HO334	John	Street	24	Fitzroy	Townhouse	335380	Contributory	1900-1990?
HO334	John	Street	27 (part)	Fitzroy	State School 111 complex, former	280155	Victorian Heritage Register	1860-1880
HO334	John	Street	31 (part)	Fitzroy	State School 111 complex, part, former	280150	Victorian Heritage Register	1860-1880
HO334	Johnston	Street	14	Fitzroy	Warehouse	260505	Not contributory	1960-1970
HO334	Johnston	Street	15	Fitzroy	Shop & residence	243275	Contributory	1870-1890
HO334	Johnston	Street	18-22	Fitzroy	Motor garage	260510	Contributory	1920-1935
HO334	Johnston	Street	19	Fitzroy		243285	Contributory	1870-1890
HO334	Johnston	Street	21	Fitzroy		243290	Contributory	1870-1890
HO334	Johnston	Street	23-25	Fitzroy		243295	Contributory	1870-1890
HO334	Johnston	Street	24-26	Fitzroy	Warehouse	260515	Not contributory	1950-1960
HO334	Johnston	Street	25	Fitzroy	Shop & residence	120675	Contributory	1870-1890
HO334	Johnston	Street	28-30	Fitzroy	Shop	260520	Not contributory	1960-1970?
HO334	Johnston	Street	30	Fitzroy	Shop	260520	Not contributory	1960-1970?
HO334	Johnston	Street	32	Fitzroy	Shop & residence	260525	Contributory	1900-1915
HO334	Johnston	Street	34	Fitzroy	Shop & residence	260530	Contributory	1900-1915

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HO334	Johnston	Street	152	Fitzroy		260750	Contributory	1870-1890
HO334	Johnston	Street	154	Fitzroy	Shop & residence	260755	Contributory	1870-1890
HO334	Johnston	Street	155	Fitzroy	Factory/warehouse	243405	Not contributory	1950-1970
HO334	Johnston	Street	159	Fitzroy	Factory/warehouse	243410	Not contributory	Unknown
HO334	Johnston	Street	160	Fitzroy	Factory/warehouse	260760	Not contributory	1960-1970
HO334	Johnston	Street	163	Fitzroy	Factory/warehouse	243415	Not contributory	Unknown
HO334	Johnston	Street	165	Fitzroy	Shop	243420	Not contributory	1970-1980?
HO334	Johnston	Street	166 part (160-166)	Fitzroy	Town Hall Hotel	260760	Individually Significant	1860-1930
HO334	Johnston	Street	175-179	Fitzroy	Factory/warehouse	243425	Not contributory	1960-1970
HO334	Johnston	Street	176	Fitzroy	Shop & residence, former?	260770	Contributory	1850-1860
HO334	Johnston	Street	178-184	Fitzroy	warehouse/showroom	260775	Not contributory	1980-1990
HO334	Johnston	Street	182	Fitzroy	warehouse/showroom	307970	Not contributory	1935-1990
HO334	Johnston	Street	187-191	Fitzroy	warehouse/showroom/offices	243430	Not contributory	1990-2000
HO334	Johnston	Street	188	Fitzroy		260780	Contributory	1870-1890
HO334	Johnston	Street	190	Fitzroy		260785	Contributory	1870-1890
HO334	Johnston	Street	192	Fitzroy		260790	Contributory	1870-1890
HO334	Johnston	Street	194	Fitzroy		260795	Contributory	1870-1890
HO334	Johnston	Street	196	Fitzroy		260800	Contributory	1870-1890
HO334	Johnston	Street	198	Fitzroy		260805	Contributory	1870-1890
HO334	Johnston	Street	200	Fitzroy		260810	Contributory	1870-1890
HO334	Johnston	Street	202-204	Fitzroy	Rochester Castle Hotel	260815	Individually Significant	1870-1890
HO334	Johnston	Street	205-211	Fitzroy	Factory/warehouse/offices	285910	Not contributory	Unknown
HO334	Johnston	Street	206-208	Fitzroy	Service Station	260820	Not contributory	1950-1960
HO334	Johnston	Street	218	Fitzroy	Offices/Showroom	260825	Not contributory	2000-2010
HO334	Johnston	Street	219	Fitzroy	Offices/Showroom	243465	Not contributory	2004
HO334	Johnston	Street	223	Fitzroy	Offices/Showroom	243470	Not contributory	1970-1980
HO334	Johnston	Street	226-222A	Fitzroy	Factory/warehouse	260830	Not contributory	1920-1935
HO334	Johnston	Street	231	Fitzroy	Factory/warehouse	1	Not contributory	1925-1940
HO334	Johnston	Street	234	Fitzroy	Shop & residence	260840	Contributory	1870-1890
HO334	Johnston	Street	236	Fitzroy	Shop & residence	260845	Contributory	1870-1890
HO334	Johnston	Street	238	Fitzroy	Shop & residence	260850	Contributory	1870-1890
HO334	Johnston	Street	239-247 (part)	Fitzroy	Western wall	243475	Not Contributory	Unknown
HO334	Johnston	Street	239-247 (part)	Fitzroy	Western wall	243475	UnknownIndividually Signific	1870-1930?
HO334	Johnston	Street	240-242	Fitzroy	Shop	260855	Not contributory	1960-1970
HO334	Johnston	Street	246	Fitzroy	Shop & residence	260865	Contributory	1870-1890
HO334	Johnston	Street	247A	Fitzroy	Theatre interior, former	243475	Contributory	1915-1925?
HO334	Johnston	Street	248	Fitzroy	Shop & residence	260870	Contributory	1870-1890
HO334	Johnston	Street	249	Fitzroy	Savings Bank, part former	1	Individually Significant	1880-2000
HO334	Johnston	Street	250	Fitzroy	Shop & residence	260880	Contributory	1870-1890
HO334	Johnston	Street	252	Fitzroy	Shop & residence	260885	Contributory	1870-1890
HO334	Johnston	Street	254	Fitzroy	Shop & residence	260890	Contributory	1870-1890
HO334	Johnston	Street	256	Fitzroy	Shop & residence	260895	Contributory	1870-1890
HO334	Johnston	Street	258	Fitzroy	Shop & residence	260900	Contributory	1870-1890
HO334	Johnston	Street	260	Fitzroy	Shop & residence	260910	Contributory	1870-1890
HO334	Johnston	Street	262	Fitzroy	Shop & residence	260915	Contributory	1900-1915
HO334	Johnston	Street	264	Fitzroy	Shop & residence	260920	Contributory	1900-1915
HO334	Kent	Street	7	Fitzroy	Townhouse	269320	Not contributory	1990-2000
HO334	Kent	Street	9	Fitzroy	Cordial factory, part	269325	Individually Significant	1870-1890
HO334	Kent	Street	11	Fitzroy	Cordial factory, part, residence?	260925	Individually Significant	1870-1890
HO334	Kerr	Street	2	Fitzroy	Gumleaf Papers Pty. Ltd.Factory	243785	Individually Significant	1939

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HO334	Kerr	Street	15-19	Fitzroy	Factory/warehouse	243485	Contributory	1900-1915
HO334	Kerr	Street	16-20	Fitzroy	Factory/warehouse	243785	Not contributory	1930-1950
HO334	Kerr	Street	17	Fitzroy	Factory/warehouse	243485	Contributory	1900-1915
HO334	Kerr	Street	23	Fitzroy	Factory/warehouse/offices	243490	Not contributory	1930-1940
HO334	Kerr	Street	24	Fitzroy		243790	Contributory	1900-1915
HO334	Kerr	Street	25	Fitzroy		243500	Contributory	1870-1890
HO334	Kerr	Street	26	Fitzroy		243795	Contributory	1900-1915
HO334	Kerr	Street	27	Fitzroy		269355	Contributory	1870-1890
HO334	Kerr	Street	29	Fitzroy		243505	Contributory	1870-1880
HO334	Kerr	Street	30	Fitzroy	Factory/warehouse	243800	Not contributory	Unknown
HO334	Kerr	Street	31	Fitzroy		243510	Individually Significant	1870-1890
HO334	Kerr	Street	32-34	Fitzroy	Factory/warehouse	243805	Not contributory	Unknown
HO334	Kerr	Street	35-33	Fitzroy		243515	Contributory	1870-1890
HO334	Kerr	Street	37-3945	Fitzroy	Factory/warehouse	243520	Not contributory	2016Unknown
HO334	Kerr	Street	38 part (36-38)	Fitzroy	Factory/warehouse	243810	Not contributory	1950-1960
HO334	Kerr	Street	42	Fitzroy		243815	Contributory	1870-1900
HO334	Kerr	Street	44	Fitzroy		243820	Contributory	1870-1890
HO334	Kerr	Street	46	Fitzroy		243825	Not contributory	1870-1890
HO334	Kerr	Street	48	Fitzroy		243830	Contributory	1900-1915
HO334	Kerr	Street	51	Fitzroy		243530	Individually Significant	1860-1870
HO334	Kerr	Street	53	Fitzroy		243535	Individually Significant	1860-1870
HO334	Kerr	Street	54	Fitzroy		243840	Contributory	1870-1880
HO334	Kerr	Street	55	Fitzroy		243540	Contributory	1880-1890
HO334	Kerr	Street	56	Fitzroy		243845	Contributory	1870-1880
HO334	Kerr	Street	57	Fitzroy		243545	Contributory	1880-1890
HO334	Kerr	Street	58	Fitzroy		243850	Contributory	1870-1890
HO334	Kerr	Street	59	Fitzroy		243550	Contributory	1880-1890
HO334	Kerr	Street	61	Fitzroy		243555	Contributory	1880-1890
HO334	Kerr	Street	62	Fitzroy		243855	Contributory	1870-1890
HO334	Kerr	Street	63	Fitzroy		243560	Contributory	1880-1890
HO334	Kerr	Street	64	Fitzroy	West of England Hotel	1	Individually Significant	1860-1870
HO334	Kerr	Street	65	Fitzroy		243565	Contributory	1860-1890
HO334	Kerr	Street	67	Fitzroy	Shop & residence	243570	Contributory	1860-1870
HO334	Kerr	Street	70-74	Fitzroy	Factory/warehouse	243860	Not contributory	1960-1970
HO334	Kerr	Street	71	Fitzroy	Shop & residence	243575	Contributory	1870-1890
HO334	Kerr	Street	73	Fitzroy		243580	Contributory	1870-1890
HO334	Kerr	Street	75	Fitzroy		243585	Contributory	1870-1890
HO334	Kerr	Street	76	Fitzroy		238105	Contributory	1870-1890
HO334	Kerr	Street	77	Fitzroy		243590	Contributory	1870-1890
HO334	Kerr	Street	78	Fitzroy		238105	Contributory	1870-1890
HO334	Kerr	Street	79	Fitzroy		243595	Contributory	1860-1870
HO334	Kerr	Street	80	Fitzroy		238105	Contributory	1870-1890
HO334	Kerr	Street	81	Fitzroy		243600	Contributory	1870-1890
HO334	Kerr	Street	82	Fitzroy		243880	Contributory	1880-1890
HO334	Kerr	Street	84	Fitzroy		243885	Contributory	1880-1890
HO334	Kerr	Street	85	Fitzroy		243605	Contributory	1870-1890
HO334	Kerr	Street	87	Fitzroy		243610	Contributory	1870-1890
HO334	Kerr	Street	88-90	Fitzroy	Factory/warehouse	238105	Not contributory	1960-1970
HO334	Kerr	Street	89	Fitzroy		243615	Contributory	1870-1890
HO334	Kerr	Street	91	Fitzroy		243620	Contributory	1870-1890

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HO334	Leicester	Street	110	Fitzroy	Factory	269740	Not contributory	1930-1940
HO334	Leicester	Street	111	Fitzroy		244545	Not contributory	1980-2000
HO334	Leicester	Street	112	Fitzroy		280105	Not contributory	1990-2000
HO334	Leicester	Street	114	Fitzroy		280110	Not contributory	1990-2000
HO334	Leicester	Street	116	Fitzroy		280115	Not contributory	1990-2000
HO334	Leicester	Street	117	Fitzroy		244550	Not contributory	1990-2000
HO334	Leicester	Street	118	Fitzroy	Factory/warehouse	280020	Individually Significant	1870-1890
HO334	Leicester	Street	120	Fitzroy	Apartments	280025	Not contributory	1990-2000?
HO334	Leicester	Street	122	Fitzroy	Apartments	280030	Not contributory	1990-2000?
HO334	Leicester	Street	124	Fitzroy	Apartments	280035	Not contributory	1990-2000?
HO334	Leicester	Street	125	Fitzroy	Factory/warehouse, converted	319910	Not contributory	1915-1925
HO334	Leicester	Street	131	Fitzroy		244560	Contributory	1870-1890
HO334	Leicester	Street	133	Fitzroy		244565	Contributory	1870-1890
HO334	Leicester	Street	135	Fitzroy		244570	Contributory	1870-1890
HO334	Leicester	Street	137	Fitzroy		244575	Contributory	1870-1890
HO334	Leicester	Street	148	Fitzroy		244685	Contributory	1900-1915
HO334	Leicester	Street	149	Fitzroy		244580	Contributory	1870-1890
HO334	Leicester	Street	150	Fitzroy		244690	Contributory	1900-1915
HO334	Leicester	Street	151	Fitzroy		244585	Contributory	1870-1890
HO334	Leicester	Street	152	Fitzroy		244695	Contributory	1900-1915
HO334	Leicester	Street	153	Fitzroy		244590	Not contributory	1950-1960
HO334	Leicester	Street	154	Fitzroy		244700	Not contributory	1980-1990
HO334	Leicester	Street	155	Fitzroy	Filtration & Water Softening Ltd Factory/warehouse	292425	Contributory	1930-1940
HO334	Leicester	Street	156	Fitzroy		244705	Not contributory	1980-1990
HO334	Leicester	Street	170	Fitzroy	Mission Hall	242530	Individually Significant	1880-1900
HO334	Little Charles	Street	23	Fitzroy	Factory/warehouse, former	261580	Contributory	1870-1890
HO334	Little Charles	Street	25	Fitzroy	Factory/warehouse, former	261585	Contributory	1870-1890
HO334	Little Charles	Street	40-42	Fitzroy	Townhouses	275540	Not contributory	1990-2000
HO334	Little Charles	Street	42	Fitzroy	Townhouse	275535	Not contributory	1980-2000
HO334	Little Charles	Street	46	Fitzroy	Townhouse	309790	Not contributory	1990-2000
HO334	Little Charles	Street	48-52	Fitzroy		261590	Not contributory	1950-1960
HO334	Little Charles	Street	54	Fitzroy	Factory/warehouse	1	Not contributory	1950-1960
HO334	Little George	Street	1-9	Fitzroy	Vacant land	261595	Not contributory	Unknown
~~HO334~~	~~Little George~~	~~Street~~	~~25~~	~~Fitzroy~~		~~1~~	~~Unknown~~	~~Unknown~~
HO334	Little George	Street	30	Fitzroy	Johnston's factory/warehouse	1	Not contributory	1930-1950
HO334	Little George	Street	44	Fitzroy	Factory/warehouse	287220	Not contributory	1915-1930
HO334	Little George	Street	59	Fitzroy	Vacant land	1	Not contributory	Unknown
HO334	Little George	Street	61	Fitzroy		261600	Contributory	1915-1925
HO334	Little George	Street	63	Fitzroy		261605	Contributory	1915-1925
HO334	Little George	Street	65	Fitzroy		261610	Contributory	1915-1925
HO334	Little George	Street	66	Fitzroy	Townhouse	286470	Not contributory	1990-2000
HO334	Little George	Street	67-69B	Fitzroy	Factory/warehouse, former	261615	Not contributory	1930-1950
HO334	Little George	Street	68	Fitzroy	Townhouse	286475	Not contributory	1990-2000
HO334	Little George	Street	70	Fitzroy	Factory/warehouse, former	269275	Not contributory	Unknown
HO334	Little George	Street	71	Fitzroy	Vacant land	261625	Not contributory	Unknown
HO334	Little George	Street	73	Fitzroy		261630	Contributory	1870-1890
HO334	Little George	Street	93	Fitzroy	Townhouses	292115	Not contributory	1990-2000
HO334	Little George	Street	95	Fitzroy	Townhouses	292110	Not contributory	1990-2000
HO334	Little Gore	Street	12	Fitzroy	Townhouse	1	Not contributory	1990-2000
HO334	Little Gore	Street	17	Fitzroy	Stable, former?	261640	Contributory	1850-1890

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HO334	Nicholson	Street	372-374	Fitzroy	Factory/warehouse, former, now Showroom	247335	Not contributory	1925-1935
HO334	Palmer	Street	21	Fitzroy	HCV group housing	266250	Not contributory	1960-1970
HO334	Palmer	Street	28-34	Fitzroy	Royal Gardens apartments	266355	Not contributory	1990-2000
HO334	Palmer	Street	36	Fitzroy		266450	Contributory	1900-1915
HO334	Palmer	Street	37	Fitzroy		266290	Not contributory	1950-1960
HO334	Palmer	Street	39	Fitzroy		266295	Contributory	1870-1890
HO334	Palmer	Street	40	Fitzroy	Thusnelda	266455	Contributory	1900-1915
HO334	Palmer	Street	41	Fitzroy		266300	Contributory	1870-1890
HO334	Palmer	Street	42	Fitzroy		266460	Individually Significant	1860-1870
HO334	Palmer	Street	44	Fitzroy		266465	Individually Significant	1860-1870
HO334	Palmer	Street	45	Fitzroy	HCV Flats	266305	Not contributory	1950-1960
HO334	Palmer	Street	46	Fitzroy		266470	Contributory	1860-1880
HO334	Palmer	Street	48	Fitzroy		266475	Contributory	1860-1880
HO334	Palmer	Street	50-54	Fitzroy	Flats	266480	Not contributory	1960-1970
HO334	Palmer	Street	56	Fitzroy	Flats	266560	Not contributory	1960-1970
HO334	Palmer	Street	62	Fitzroy	Shop & residence	255360	Contributory	1860-1880
HO334	Palmer	Street	71-73	Fitzroy		266325	Contributory	1860-1880
HO334	Palmer	Street	74	Fitzroy	Flats	266595	Not contributory	1960-1970
HO334	Palmer	Street	75	Fitzroy		266330	Not contributory	Unknown
HO334	Palmer	Street	77	Fitzroy		266335	Not contributory	Unknown
HO334	Princes	Street	2-10	Fitzroy	St Vincents Institute	340520	Not contributory	1990-2000
HO334	Regent	Street	29-35	Fitzroy	St Vincents Hospital Clinical Sciences Block	340560	Not contributory	1980-1990
HO334	Regent	Street	37	Fitzroy	St Vincents Hospital Clinical School - University of Melbourne	340570	Not contributory	1980-1990
HO334	Regent	Street	39-43	Fitzroy	Co-Generation Plant, Sisters of Charity/St Vincents	340590	Not contributory	1980-1990
HO334	Regent	Street	47	Fitzroy	Building Gases Compound, Sisters of Charity/St Vincents	340600	Not contributory	1990-2000
HO334	Rochester	Street	3	Fitzroy	Factory/warehouse (Sacha)	307980	Not contributory	1960-1980
HO334	Rose	Street	15	Fitzroy	Substation	248465	Not contributory	1960-1970
HO334	Rose	Street	17	Fitzroy	Factory/warehouse	248470	Not contributory	1960-1970
HO334	Rose	Street	19	Fitzroy	Factory/warehouse	248475	Not contributory	1915-1925
HO334	Rose	Street	20-26	Fitzroy	Factory/warehouse	248555	Not contributory	1970-1980
HO334	Rose	Street	21-23	Fitzroy	Factory/warehouse	248480	Contributory	1915-1925
HO334	Rose	Street	25-33	Fitzroy	Townhouses	333360	Not contributory	1990-2000
HO334	Rose	Street	35	Fitzroy	Factory/warehouse	248495	Not contributory	1930-1950
HO334	Rose	Street	40	Fitzroy	Factory/warehouse, former	248560	Not contributory	1930-1950
HO334	Rose	Street	42-44	Fitzroy	Units	248565	Not contributory	2000-2010
HO334	Rose	Street	45-53	Fitzroy	Factory/warehouse	248500	Not contributory	1960-1970
HO334	Rose	Street	46-48	Fitzroy	Factory/warehouse	248570	Not contributory	1960-1970
HO334	Rose	Street	50-52	Fitzroy	Engineering Company Workshop	248575	Contributory	1915-1925
HO334	Rose	Street	54	Fitzroy	Factory/warehouse	248580	Not contributory	Unknown
HO334	Rose	Street	61	Fitzroy	Factory/warehouse	248505	Not contributory	1970-1980
HO334	RoseFitzroy	Street	62415-419	Fitzroy	Factory/warehouse	1241800	Not contributory	1980-1990
HO334	Rose	Street	63	Fitzroy	Townhouse	298050	Not contributory	1990-2000
HO334	Rose	Street	65	Fitzroy	Townhouse	248510	Not contributory	1990-2000
HO334	Rose	Street	67	Fitzroy	Townhouse	248510	Not contributory	1990-2000
HO334	Rose	Street	69	Fitzroy	Townhouse	298065	Not contributory	1990-2000
HO334	Rose	Street	71-73	Fitzroy	Martini Ice townhouses/units	301830	Not contributory	1990-2000
HO334	Rose	Street	74-76	Fitzroy		248585	Not contributory	1850-1890
HO334	Rose	Street	75-87	Fitzroy	Factory/warehouse	248520	Not contributory	1950-1970
HO334	Rose	Street	78	Fitzroy	Vacant land	248590	Not contributory	Unknown
HO334	Rose	Street	82-84	Fitzroy	Factory/warehouse	248590	Not contributory	1930-1940

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HO335	Swan	Street	240	Richmond	M.Ball & Co, former	158010	Individually Significant	1860-1870
HO335	Swan	Street	242-244	Richmond	Shop	158015	Not contributory	1950-1960?
HO335	Swan	Street	246	Richmond	Shop & residence	158020	Contributory	1900-1915
HO335	Swan	Street	248	Richmond	Shop & residence	158025	Contributory	1900-1915
HO335	Swan	Street	250	Richmond	Whitehorse Hotel, former	158030	Individually Significant	1845-1855
HO335	Swan	Street	254	Richmond	Masonic temple, former	158030	Individually Significant	1920-1930
HO335	Swan	Street	256	Richmond	Shop & residence	158035	Contributory	1915-1925
HO335	Swan	Street	258	Richmond	Shop & residence	158040	Individually Significant	1850-1870
HO335	Swan	Street	260	Richmond	Shop & residence	158045	Contributory	1900-1915
HO335	Swan	Street	260A	Richmond	Shop & residence	158050	Contributory	1900-1915
HO335	Swan	Street	262	Richmond	Shop & residence	158055	Contributory	1900-1915
HO335	Swan	Street	264	Richmond	Shop & residence	158060	Contributory	1900-1915
HO335	Swan	Street	266	Richmond	Shop & residence	158065	Contributory	1900-1915
HO335	Swan	Street	268	Richmond	Shop & residence	158070	Contributory	1900-1915
HO335	Swan	Street	270	Richmond	Union House, Shop & residence	158075	Individually Significant	1871
HO335	Swan	Street	272	Richmond	Union House, Shop & residence	158080	Individually significant	1871
HO336								
HO336	Cambridge	Street	2	Collingwood	Vacant site	100665	Not contributory	Unknown
HO336	Cambridge	Street	3-17	Collingwood	Housing	101670	Not contributory	1980-1990
HO336	Cambridge	Street	4-12	Collingwood	Vacant site	101745	Not contributory	Unknown
HO336	Cambridge	Street	14	Collingwood		101675	Contributory	1880-1890
HO336	Cambridge	Street	16	Collingwood		101680	Contributory	1880-1890
HO336	Cambridge	Street	18	Collingwood	Kelvin Grove	101685	Contributory	1880-1890
HO336	Cambridge	Street	19	Collingwood	Cambridge Street State School SS1895, later Cambridge Street Central School	101665	Individually Significant	1877
HO336	Cambridge	Street	20	Collingwood	Tyrone House	101690	Contributory	1891
HO336	Cambridge	Street	22	Collingwood		101695	Contributory	1850-1890
HO336	Cambridge	Street	24	Collingwood	Airth House	101700	Contributory	1880-1890
HO336	Cambridge	Street	26	Collingwood		101705	Contributory	1880-1890
HO336	Cambridge	Street	28	Collingwood	Clyde Terrace	101710	Contributory	1850-1890
HO336	Cambridge	Street	30	Collingwood	Clyde Terrace	101715	Contributory	1850-1890
HO336	Cambridge	Street	32	Collingwood	Clyde Terrace	101720	Contributory	1850-1890
HO336	Cambridge	Street	34	Collingwood		101725	Contributory	1900-1915
HO336	Cambridge	Street	36-44	Collingwood	Fruit Preserving Factory complex, former (now Australian Shiatsu College)	101730	Individually Significant	1900-1915
HO336	Cambridge	Street	46	Collingwood	Factory	101735	Not contributory	1920-1940
HO336	Cambridge	Street	50	Collingwood	Cambridge Terrace	101740	Individually Significant	1892
HO336	Cambridge	Street	52	Collingwood	Cambridge Terrace	101745	Individually Significant	1892
HO336	Cambridge	Street	54	Collingwood	Cambridge Terrace	101750	Individually Significant	1892
HO336	Cambridge	Street	56	Collingwood	Cambridge Terrace	101755	Individually Significant	1892
HO336	Cambridge	Street	58	Collingwood	Cambridge Terrace	101760	Individually Significant	1892
HO336	Cambridge	Street	60	Collingwood	Cambridge Terrace	101765	Individually Significant	1892
HO336	Cambridge	Street	62	Collingwood	Cambridge Terrace	101770	Individually Significant	1892
HO336	Cambridge	Street	64	Collingwood	Cambridge Terrace	101775	Individually Significant	1892
HO336	Derby	Street	33-37	Collingwood	Residence	100860	Contributory	1879
HO336	Derby	Street	39	Collingwood	Shop & residence	100865	Contributory	1870-1899
HO336	Derby	Street	41	Collingwood	Shop & residence	100870	Contributory	1900-1910
HO336	Derby	Street	43	Collingwood	Shop & residence	100875	Contributory	1900-1910
HO336	Derby	Street	45	Collingwood	Shop & residence	309830	Contributory	1889
HO336	Mason	Street	13	Collingwood	Linden Villas	100760	Contributory	1870-1890

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HO338	York	Street	89	Richmond		335440	Not contributory	2000-2010
HO338	York	Street	90	Richmond		143225	Contributory	1900-1915
HO338	York	Street	91	Richmond		143545	Not contributory	1925-1940
HO338	York	Street	92	Richmond		143220	Contributory	1900-1915
HO338	York	Street	93	Richmond		143550	Contributory	1850-1890
HO338	York	Street	94	Richmond		143215	Not contributory	2000-2010
HO338	York	Street	95	Richmond		143555	Contributory	1900-1915
HO338	York	Street	96 (Unit 1)	Richmond	Flats	143155	Not contributory	1960-1970
HO338	York	Street	96 (Unit 2)	Richmond	Flats	143160	Not contributory	1960-1970
HO338	York	Street	96 (Unit 3)	Richmond	Flats	143165	Not contributory	1960-1970
HO338	York	Street	96 (Unit 4)	Richmond	Flats	143170	Not contributory	1960-1970
HO338	York	Street	96 (Unit 5)	Richmond	Flats	143175	Not contributory	1960-1970
HO338	York	Street	96 (Unit 6)	Richmond	Flats	143180	Not contributory	1960-1970
HO338	York	Street	96 (Unit 7)	Richmond	Flats	143185	Not contributory	1960-1970
HO338	York	Street	96 (Unit 8)	Richmond	Flats	143190	Not contributory	1960-1970
HO338	York	Street	96 (Unit 9)	Richmond	Flats	143195	Not contributory	1960-1970
HO338	York	Street	96 (Unit 10)	Richmond	Flats	143200	Not contributory	1960-1970
HO338	York	Street	96 (Unit 11)	Richmond	Flats	143205	Not contributory	1960-1970
HO338	York	Street	96 (Unit 12)	Richmond	Flats	143210	Not contributory	1960-1970
HO338	York	Street	97	Richmond	Drinda	143560	Contributory	1850-1890
HO339								
HO339	Albert	Street	1	Abbotsford		108170	Contributory	1870-1890
HO339	Albert	Street	3	Abbotsford		108165	Contributory	1870-1890
HO339	Albert	Street	5	Abbotsford		108160	Contributory	1870-1890
HO339	Albert	Street	7	Abbotsford		108155	Contributory	1870-1890
HO339	Albert	Street	9	Abbotsford		108150	Contributory	1870-1890
HO339	Albert	Street	11	Abbotsford		108145	Contributory	1870-1890
HO339	Albert	Street	17	Abbotsford	Townhouse	306570	Not contributory	1990-2000
HO339	Albert	Street	17A	Abbotsford		306560	Contributory	1870-1890
HO339	Albert	Street	33	Abbotsford		108130	Contributory	1900-1915
HO339	Albert	Street	35	Abbotsford		108125	Not contributory	1900-1915
HO339	Albert	Street	41	Abbotsford		108120	Contributory	1870-1890
HO339	Lithgow	Street	2	Abbotsford	Townhouse	108040	Not contributory	2000-2010
HO339	Lithgow	Street	6	Abbotsford	Townhouse	108040	Not contributory	2000-2010
HO339	Lithgow	Street	8	Abbotsford		108045	Contributory	1900-1915
HO339	Lithgow	Street	10	Abbotsford		108050	Contributory	1900-1915
HO339	Lithgow	Street	12	Abbotsford		108055	Not contributory	1950-1960
HO339	Lithgow	Street	14	Abbotsford		108060	Contributory	1900-1915
HO339	Lithgow	Street	16	Abbotsford		108065	Contributory	1900-1915
HO339	Lithgow	Street	18	Abbotsford		108070	Contributory	1900-1915
~~HO339~~	~~Lithgow~~	~~Street~~	~~21-23~~	~~Abbotsford~~	~~Factory/warehouse~~	~~108025~~	~~Not contributory~~	~~1970-1980~~
HO339	Lithgow	Street	25	Abbotsford		108020	Individually Significant	1900-1915
HO339	Lithgow	Street	27	Abbotsford		108015	Contributory	1900-1915
HO339	Lithgow	Street	29	Abbotsford		108010	Contributory	1900-1915
HO339	Lithgow	Street	31	Abbotsford		108005	Contributory	1900-1915
HO339	Lithgow	Street	32	Abbotsford		108075	Not contributory	1960-1970
HO339	Lithgow	Street	33	Abbotsford		108000	Contributory	1900-1915
HO339	Lithgow	Street	34	Abbotsford		108080	Not contributory	1920-1935
HO339	Lithgow	Street	35-47	Abbotsford	Cordial Factory, former	107995	Individually Significant	1870-1930?

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HO486								
HO486	Corsair	Street	30	Richmond	House	202185	Individually Significant	C.1889
HO487								
HO487	Dickens	Street	8	Richmond	House	169250	Individually Significant	1886-1887
HO488								
HO488	Farmer	Street	32	Richmond	Terrace	170045	Individually Significant	1892-1893
HO488	Farmer	Street	34	Richmond	Terrace	170040	Individually Significant	1892-1893
HO488	Farmer	Street	36	Richmond	Terrace	170035	Individually Significant	1892-1893
HO489								
HO489	Lord	Street	85	Richmond	Houses	200780	Individually Significant	1906
HO489	Lord	Street	87	Richmond	Houses	200775	Individually Significant	1906
HO489	Lord	Street	89	Richmond	Houses	200770	Individually Significant	1906
HO489	Lord	Street	91	Richmond	Houses	200765	Individually Significant	1906
HO490								
HO490	Stawell	Street	72	Richmond	Houses	171385	Individually Significant	1911
HO490	Stawell	Street	74	Richmond	Houses	171390	Individually Significant	1911
HO490	Stawell	Street	76	Richmond	Houses	171395	Individually Significant	1911
HO490	Stawell	Street	78	Richmond	Houses	171400	Individually Significant	1911
HO490	Stawell	Street	80	Richmond	Houses	171405	Individually Significant	1911
HO491								
HO491	Type	Street	69	Richmond	Floyd Green & Co. Glassworks (Former)	171045	Individually Significant	C.1895
HO491	Type	Street	89	Richmond	Floyd Green & Co. Glassworks (Former)	419930	Individually Significant	C.1895
HO492								
HO492	Wall	Street	33	Richmond	Terrace	198030	Individually Significant	1885-1887
HO492	Wall	Street	35	Richmond	Terrace	198025	Individually Significant	1885-1888
HO492	Wall	Street	37	Richmond	Terrace	198020	Individually Significant	1885-1889
HO492	Wall	Street	39	Richmond	Terrace	198015	Individually Significant	1885-1890
HO498								
HO498	Napier	Street	472-474	Fitzroy North	Terrace	246845	Individually Significant	1885
HO498	Napier	Street	476	Fitzroy North	Elizabeth Terrace	247595	Individually Significant	1889
HO498	Napier	Street	478	Fitzroy North	Elizabeth Terrace	246855	Individually Significant	1889
HO498	Napier	Street	480	Fitzroy North	Elizabeth Terrace	246860	Individually Significant	1889
HO498	Napier	Street	482	Fitzroy North	Elizabeth Terrace	246865	Individually Significant	1889
HO498	Napier	Street	484	Fitzroy North	Elizabeth Terrace	246870	Individually Significant	1889
~~HO499~~								

Attachment 5 - Attachment 5 - Yarra C245 - Database of Heritage Significant Areas July 2020

~~HO499~~	~~Johnston~~	~~Street~~	~~200-202~~	~~Collingwood~~	~~Austral Theatre (former)~~	~~121035~~	~~Individually Significant~~	~~1921-1926~~
HO501								
HO501	Swan	Street	223	Richmond	Shop	191000	Not contributory	1950-1960
HO501	Swan	Street	225	Richmond	Office	500380	not contributory	2000-2010
HO501	Swan	Street	229	Richmond	Shop & Residence	415990	Contributory	1914-1918
HO501	Swan	Street	231	Richmond	Shop & Residence	416080	Contributory	1914-1918
HO501	Swan	Street	233	Richmond	Shop & Residence	190975	Contributory	1860-1870
HO501	Swan	Street	235	Richmond	Shop & Residence	190970	Contributory	1860-1870
HO501	Swan	Street	237	Richmond	Shop & Residence	190955	Contributory	1880-1890
HO501	Swan	Street	239	Richmond	Shop & Residence	190965	Contributory	1880-1890
HO503								
HO503	James	Street	2	Abbotsford	Stables (former)	104475	Individually Significant	1895
~~HO504~~								
~~HO504~~	~~Bridge~~	~~Road~~	~~311-317~~	~~Richmond~~	~~Richmond Cinema (former) part rear, later Hoyts (now Showroom), former Crystaly Palace Skating Rink~~	~~193690~~	~~Individually Significant~~	~~1888, conversion 1917~~
HO505								
HO505	Johnston	Street	219	Abbotsford	Shop & Residence	112985	Individually significant	1885-1890
HO505	Johnston	Street	221	Abbotsford	Shop & Residence	112995	Individually significant	1885-1890
HO505	Johnston	Street	223	Abbotsford	Shop & Residence	113000	Individually significant	1885-1890
HO505	Johnston	Street	225	Abbotsford	Shop & Residence	113005	Not contributory	c.1960
HO505	Johnston	Street	227	Abbotsford	Shop & Residence	113010	Not contributory	c.1960
HO505	Johnston	Street	229	Abbotsford	Shop & Residence	113015	Contributory	1885-1890
HO505	Johnston	Street	231	Abbotsford	Shop & Residence	113020	Contributory	1885-1890
HO505	Johnston	Street	233	Abbotsford	Shop & Residence	113030	Contributory	1885-1890
HO505	Johnston	Street	235	Abbotsford	Shop & Residence	113035	Contributory	1885-1890
HO505	Johnston	Street	237	Abbotsford	Shop & Residence	113040	Contributory	1885-1890
HO505	Johnston	Street	239	Abbotsford	Shop & Residence	405430	Contributory	1885-1890
HO505	Johnston	Street	241	Abbotsford	Railway bridge & abutments	113055	Individually Significant	1901
HO505	Johnston	Street	246	Abbotsford	Shop & Residence	113630	Contributory	1900-1910
HO505	Johnston	Street	248	Abbotsford	Shop & Residence	113625	Contributory	1900-1910
HO505	Johnston	Street	250	Abbotsford	Shop & Residence	113620	Contributory	1900-1910
HO505	Johnston	Street	252	Abbotsford	Shop & Residence	113615	Contributory	1885-1890
HO505	Johnston	Street	254	Abbotsford	Shop & Residence	113610	Contributory	1885-1890
HO505	Johnston	Street	256	Abbotsford	Shop & Residence	113605	Contributory	1885-1890
HO505	Johnston	Street	258	Abbotsford	Shop & Residence	113600	Individually significant	1885-1890
HO505	Johnston	Street	260	Abbotsford	Shop & Residence	113595	Individually significant	1885-1890
HO505	Johnston	Street	262	Abbotsford	Shop & Residence	113590	Contributory	1885-1890
HO505	Johnston	Street	264	Abbotsford	Shop & Residence	113585	Contributory	1885-1890
HO505	Johnston	Street	266	Abbotsford	Shop & Residence	113580	Contributory	1885-1890
HO505	Johnston	Street	268	Abbotsford	Shop & Residence	113575	Contributory	1885-1890
HO505	Johnston	Street	270	Abbotsford	Shop & Residence	113570	Not contributory	1885-1890
HO505	Johnston	Street	272	Abbotsford	Shop & Residence	113565	Contributory	1885-1890
HO505	Johnston	Street	274	Abbotsford	Shop & Residence	113560	Contributory	1885-1890, c.1930

Attachment 5 - Attachment 5 - Yarra C245 - Database of Heritage Significant Areas July 2020

HO506								
HO506	Derby	Street	33 (part)	Collingwood	Residence	100860	Contributory	1979
HO506	Derby	Street	33 (part)	Collingwood	Gallery	100865	Not Contributory	C.1950
HO506	Derby	Street	39	Collingwood	Shop & Residence	100870	Contributory	1870-1899
HO506	Derby	Street	41-43	Collingwood	Shop & Residence	100875	Contributory	1900-1910
HO506	Derby	Street	45	Collingwood	Shop & Residence	309830	Contributory	1889
HO507								
HO507	Derby	Street	18	Collingwood	Residence	100900	Contributory	1872
HO507	Derby	Street	20	Collingwood	Residence	100895	Contributory	1872
HO507	Derby	Street	22	Collingwood	Hotel & Residence	100890	Contributory	1872
HO508								
HO508	Thomas	Street	32	Richmond	Residence	180400	Individually Significant	c.1850-1900
HO508	Thomas	Street	34	Richmond	Residence	180405	Individually Significant	c.1850-1901
HO509								
HO509	Church	Street	202	Richmond	Hall's Building	189760	Individually Significant	1886
HO509	Church	Street	204	Richmond	Hall's Building	189765	Individually Significant	1886
HO509	Church	Street	206	Richmond	Hall's Building	189770	Individually Significant	1886
HO518								
HO518	Cremorne	Street	85-99	Cremorne	Melbourne Wire WorksFactory & Head Office, Former	165395	Individually Significant	1930-1940
HO519								
HO519	Gordon	Street	1-3	Cremorne	Factory, Former Nuttelex	162685	Individually Significant	1915-1925
HO519	Gordon	Street	5-9	Cremorne	Factory, Former Nuttelex	162680	Individually Significant	1915-1925
HO520								
HO520	Bromham	Place	26	Richmond	Factory/Warehouse	149765	Individually Significant	1905-1920
HO521								
HO521	Risley	Street	14	Richmond	York Boot Factory,Former	149645	Individually Significant	1880-1890
HO522								
HO522	Swan	Street	273A	Richmond	Shop	190905	Individually Significant	1885-1890
HO523								
HO523	Swan	Street	323	Richmond	Shop	190865	Individually Significant	1886
HO523	Swan	Street	325	Richmond	Shop	190860	Individually Significant	1886
HO524								
HO524	Swan	Street	30-32	Cremorne	Shop	157620	Contributory	1901-1918

Attachment 5 - Attachment 5 - Yarra C245 - Database of Heritage Significant Areas July 2020

HO524	Swan	Street	34	Cremorne	Shop	318580	Contributory	1875-1901
HO524	Swan	Street	36	Cremorne	Shop	157635	Contributory	1860-1875
HO524	Swan	Street	40-42	Cremorne	Shop	157645	Contributory	1901-1918
HO525								
HO525	Bridge	Road	637-639	Richmond	Shop & Residence	168875	Individually Significant	1892
HO526								
HO526	Church	Street	202	Richmond	Halls Building, part	189760	Individually Significant	1886
HO526	Church	Street	204	Richmond	Halls Building, part	189765	Individually Significant	1886
HO526	Church	Street	206	Richmond	Halls Building, part	189770	Individually Significant	1886
HO527								
HO527	Thomas	Street	32	Richmond	Terraces	180400	Individually Significant	c.1894
HO527	Thomas	Street	34	Richmond	Terraces	180405	Individually Significant	c.1894
HO528								
HO528	Bridge	Road	635 (Ground Floor)	Richmond	James Boland's Shop & Residence	385600	Individually Significant	1867
HO528	Bridge	Road	635 (First Floor)	Richmond	James Boland's Shop & Residence	385600	Individually Significant	1867
HO529								
HO529	Bridge	Road	529-533	Richmond	Royal Oak Hotel	168810	Individually Significant	1923
HO530								
HO530	Bridge	Road	597-599	Richmond	Whipps Terrace	499180	Individually Significant	1873
HO531								
HO531	Bridge	Road	534	Richmond	Flour Mill & Grain Store Complex (former)	299815	Individually Significant	c.1870-1951
HO531	Bridge	Road	534A	Richmond	Flour Mill & Grain Store Complex (former)	299810	Individually Significant	c.1870-1951
HO532								
HO532	Bridge	Road	325-333	Richmond	Richmond Town Hall - Richmond Municipal Offices & City Hall, former court house	193700	Individually Significant	869-71, 1909,1934-36

Attachment 6 - Attachment 6 - Yarra C245 - YHS (Victoria Bridge) Statements of Significance Incorporated Doc (May 2020)

Yarra Planning Scheme

Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Incorporated Document (May 2020)

The statements of significance are derived from the following reports:

- *Heritage Gap Study, Review of Central Richmond,* Context Pty Ltd (2014)
- *Victoria Street and Bridge Road Built Form Review Heritage Assessments*, GJM Heritage (2018)

This document is an incorporated document in the Yarra Planning Scheme pursuant to section 6(2)(j) of the Planning and Environment Act 1987

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Attachment 6 - Attachment 6 - Yarra C245 - YHS (Victoria Bridge) Statements of Significance Incorporated Doc (May 2020)

YARRA PLANNING SCHEME

Ordered by Heritage Overlay number

INDIVIDUALLY SIGNIFICANT PLACES

HO number VHR number	Name	Address	Page
HO525	Shop & Residences	637-39 Bridge Road, Richmond	3
HO526	Hall's Buildings	202-206 Church Street, Richmond	4
HO527	Pair of Terrace Houses	32 & 34 Thomas Street, Richmond	5
HO528	James Boland's Shop and Residence	635 Bridge Road, Richmond	6
HO529	Royal Oak Hotel	529-533 Bridge Road, Richmond	7
HO530	Whipp's Terrace	597-599 Bridge Road, Richmond	8
HO531	Flour Mill & Grain Store Complex (Former)	534-534A Bride Road, Richmond	9
HO532	City Hall, Richmond Municipal Offices & Former Court House (Richmond Town Hall)	325-333 Bridge Road, Richmond	10

YARRA PLANNING SCHEME

Heritage Place	Shop & Residences 637-639 Bridge Road, Richmond	**PS ref no:**	HO525

Source: *Victoria Street and Bridge Road Built Form Review Heritage Assessments,* GJM Heritage (2018)

What is significant?

The pair of two-storey shops and residences at 637-639 Bridge Road, Richmond built by 1892.

Elements that contribute to the significance of the place include (but are not limited to):

- The building's original external form, materials and detailing
- The building's high level of integrity to its original design
- Façade parapet
- No front setbacks
- Rendered walls
- Rendered façade detailing including pilaster strips, elaborate window aediculae, parapetscrolls and urns
- Horizontal lines formed by parapet line, cornice and string course
- Repetitive upper floor fenestration patterns.

How is it significant?

The pair of two-storey shops and residences at 637-639 Bridge Road, Richmond is of local historical and architectural significance to the City of Yarra.

Why is it significant?

The pair of two-storey shops and residences at 637-639 Bridge Road, Richmond are illustrative of the historical development that occurred along a major, early commercial thoroughfare in the City of Yarra, particularly in the 'boom' period of the 1880s and early 1890s [Criterion A].

The pair of two-storey shops and residences at 637-639 Bridge Road, Richmond are a fine, intact and representative example of a Victorian shop and residence. They display typical features of the Victorian architectural style popular in the 1880s and early 1890s in Richmond and across Melbourne more broadly, including an elaborate parapeted façade with repetitive upper floor fenestration, rendered facades and ground floor shopfronts [Criterion D].

YARRA PLANNING SCHEME

Heritage Place	Hall's Buildings 202-206 Church Street, Richmond	**PS ref no:**	HO526

Source: *Victoria Street and Bridge Road Built Form Review Heritage Assessments,* GJM Heritage (2018)

What is significant?

Hall's Buildings, 202-206 Church Street, Richmond built in 1886.

Elements that contribute to the significance of the place include (but are not limited to):

- The building's original external form, materials and detailing
- The building's high level of integrity to its original design.
- Façade parapet
- No front setbacks
- Rendered walls
- Rendered façade detailing including window frames and keystones, pilaster strips, consoles, decorative pediments including nameplate and festoons
- Incised decoration to keystones
- Horizontal lines formed by parapet line, cornice and string courses
- Repetitive upper floor fenestration patterns.

How is it significant?

Hall's Buildings, 202-206 Church Street, Richmond is of local historical and architectural significance to the City of Yarra.

Why is it significant?

Hall's Buildings, 202-206 Church Street, Richmond is illustrative of the historical development that occurred along a major, early commercial thoroughfare in the City of Yarra, particularly in the 'boom' period of the 1880s (Criterion A).

Hall's Buildings, 202-206 Church Street, Richmond is a fine, intact and representative example of a row of Victorian shops and residences. It displays typical features of the Victorian architectural style popular in the 1880s in Richmond and across Melbourne more broadly, including a parapeted façade with repetitive upper floor fenestration, rendered façade and ground floor shopfronts (Criterion D).

YARRA PLANNING SCHEME

Heritage Place	Pair of Terrace Houses 32 & 34 Thomas Street, Richmond	**PS ref no:**	HO527

Source: *Victoria Street and Bridge Road Built Form Review Heritage Assessments,* GJM Heritage (2018)

What is significant?

The pair of terrace houses, 32 & 34 Thomas Street, Richmond, built c1894.

Elements that contribute to the significance of the place include (but are not limited to):

- The houses' original external form, materials and detailing
- The houses' high level of integrity to its original design
- Two-storey unparapeted form
- Front verandahs and balconies with decorative cast iron
- Face brick walls (overpainted) with cement render detailing
- Hipped roof form
- Rectangular window openings
- Pair of attached buildings with dividing wing walls with decorative detailing
- Iron palisade fence on a bluestone plinth to 34 Thomas Street.
- Later alterations and additions to the rear of the terraces are not significant. The brick wall to the front boundary of 32 Thomas Street is not significant.

How is it significant?

The pair of terrace houses, 32 & 34 Thomas Street, Richmond are of local architectural and aesthetic significance to the City of Yarra.

Why is it significant?

The pair of terrace houses, 32 & 34 Thomas Street, Richmond are fine and representative examples of terrace housing from the Victorian period. They display typical features of the Victorian Italianate architectural style popular in the 1880s boom period in Richmond and across Melbourne more broadly, including a two-storey form with front verandahs and balconies, dividing wing walls, rendered decorative elements and decorative cast iron (Criterion D).

The pair of terrace houses, 32 & 34 Thomas Street, Richmond are well-considered and carefully detailed examples of Victorian Italianate terrace housing. The pair of brick terraces, with repetitive decorative elements across the facades, presents a picturesque composition of this architectural style (Criterion E).

Attachment 6 - Attachment 6 - Yarra C245 - YHS (Victoria Bridge) Statements of Significance Incorporated Doc (May 2020)

Heritage Place	James Boland's Shop and Residence 635 Bridge Road, Richmond	**PS ref no:**	HO528

Source: *Victoria Street and Bridge Road Built Form Review Heritage Assessments,* GJM Heritage (2018)

What is significant?

James Boland's Shop and Residence, a two-storey commercial premises at 635 Bridge Road, Richmond built in 1867.

Elements that contribute to the significance of the place include (but are not limited to):

- The building's original external form, materials and detailing
- The building's high level of integrity to its original design
- Façade parapet
- No front setbacks
- Rendered walls
- Rendered window frames and hoods to upper storey
- Rendered façade detailing including pilaster strips, consoles and central pediment with nameplate
- Horizontal lines formed by parapet line and cornice
- Repetitive upper floor fenestration patterns
- Gabled roof form.

How is it significant?

James Boland's Shop and Residence at 635 Bridge Road, Richmond is of local historical and architectural significance to the City of Yarra.

Why is it significant?

James Boland's Shop and Residence at 635 Bridge Road, Richmond is illustrative of historical development that occurred along a major, early commercial thoroughfare in the City of Yara [Criterion A].

James Boland's Shop and Residence at 635 Bridge Road, Richmond is a fine, intact and representative example of an early Victorian shop and residence. It displays typical features of the early Victorian architectural style popular in the late 1860s in Richmond and across Melbourne more broadly, including a parapeted façade with repetitive upper floor fenestration, rendered facades and ground floor shopfronts [Criterion D].

YARRA PLANNING SCHEME

Heritage Place	Royal Oak Hotel 529-533 Bridge Road, Richmond	**PS ref no:**	HO529

Source: *Victoria Street and Bridge Road Built Form Review Heritage Assessments,* GJM Heritage (2018)

What is significant?

The Royal Oak Hotel, 529-533 Bridge Road, Richmond, built in 1923 to designs by architect Harry R Johnson.

Elements that contribute to the significance of the place include (but are not limited to):

- The building's original external form, materials and detailing
- The building's high level of integrity to its original design.
- Façade parapet
- No front setbacks
- Rendered walls
- Horizontal lines formed by parapet, cornice and rows of windows
- Repetitive upper floor fenestration patterns
- Splayed corner with tower and articulated facades to both streets
- Balconies and recessed entrances
- Hipped roof forms with tiled roof cladding (including tower).

Later alterations and additions, including the single-storey building to the east, are not significant.

How is it significant?

The Royal Oak Hotel, 529-533 Bridge Road, Richmond is of local historical and architectural significance to the City of Yarra.

Why is it significant?

The Royal Oak Hotel, 529-533 Bridge Road, Richmond is of significance as a suburban hotel constructed at a prominent corner in Richmond. A hotel of this name has operated continuously on this site from the late 1860s (Criterion A).

The Royal Oak Hotel, 529-533 Bridge Road, Richmond is an intact and representative example of an Interwar hotel. It displays typical features of an unadorned Stripped Classical style, popular in the 1920s in Richmond and across Melbourne more broadly, including plain parapetted facades and simplified classical elements, and Art Deco influenced details (Criterion D).

YARRA PLANNING SCHEME

Heritage Place	Whipp's Terrace 597-599 Bridge Road, Richmond	**PS ref no:**	HO530

Source: *Victoria Street and Bridge Road Built Form Review Heritage Assessments,* GJM Heritage (2018)

What is significant?

Whipp's Terrace, a two-storey commercial premises at 597-599 Bridge Road, Richmond built in 1873.

Elements that contribute to the significance of the place include (but are not limited to):

- The building's original external form, materials and detailing
- The building's high level of integrity to its original design.
- Façade parapet
- No setbacks
- Rendered walls
- Rendered façade detailing including window frames consoles and urns
- Strong horizontal lines formed by parapet line, cornices and string course
- Repetitive fenestration patterns at first floor level
- Symmetrical front façade
- Hipped roof form clad with slate, patterned with green scalloped rows.

How is it significant?

Whipp's Terrace at 597-599 Bridge Road, Richmond is of local historical and architectural significance to the City of Yarra.

Why is it significant?

Whipp's Terrace at 597-599 Bridge Road, Richmond is illustrative of the historical development that occurred along a major, early commercial thoroughfare in the City of Yarra in the Victorian period (Criterion A).

Whipp's Terrace at 597-599 Bridge Road, Richmond is a fine, intact and representative example of a Victorian shop and residence. The terrace displays typical features of the Victorian architectural style popular in the 1870s in Richmond and across Melbourne more broadly, including a parapeted façade with repetitive upper floor fenestration, rendered facades and ground floor shopfronts (Criterion D).

Heritage Place	Flour Mill & Grain Store Complex (former) 518-524, 534 & 534A Bridge Road, Richmond	**PS ref no:**	HO531

Source: *Heritage Gap Study, Review of Central Richmond,* Context Pty Ltd (2014)

What is significant?

The former Flour Mill & Grain Store complex, to the extent of the fabric dating from c.1870 to c.1951 associated with the use as a flour mill (including the c.1951 alterations and additions designed by architect, Frederick Moresby), at 534 & 534A Bridge Road, and the silo structure constructed c.1941 situated on part of 518-24 Bridge Road in Richmond is significant. It comprises a complex of brick and timber-framed iron clad buildings built in stages from the late nineteenth to the mid-twentieth centuries with an associated silo structure. The buildings are all built up to the frontages to Bridge Road, Type Street and the rear laneway, and vary in height from one to three stories. The three-storey building adjacent to Type Street, and immediately to the north of the vehicle crossing, dates from the late nineteenth century. It has a hip and gable roof, and double hung two pane sash windows with segmental arched heads and brick cills. Some of these windows (including a half-circular window at first floor level near the centre of the wall) have been closed up. This was described on a 1948 plan as the 'Mill building' and probably contained the milling equipment used to process the grain. At rear (south end) of this building is the 1948 skillion roof addition end, which originally contained staff amenities, motor and machinery rooms and a 'silk room'. To the west of this building and located toward the centre of the site is a building clad in corrugated iron with a skillion roof, with a tower element, which may have contained the flour and wheat bins as shown on the 1948 plans. Adjacent to the laneway is a mid-twentieth century parapeted brick building of one and two storeys that extends from Type Street to the silos. This was described on a 1948 plan as the 'Bag cleaning and store'. Adjacent to this the silo structure comprises four cylindrical reinforced concrete silos arranged in a square.

Alterations and additions made, and new buildings constructed after the use by the building as a flour mill ceased (1955 onwards) are not significant.

How is it significant?

The former Flour Mill & Grain Store complex at 518-24, 534 & 534A Bridge Road, Richmond is of local historic, architectural and aesthetic significance to the City of Yarra.

Why is it significant?

The former Flour Mill & Grain Store complex is associated with the development of secondary industry in Richmond. It demonstrates the diverse range of manufacturing carried out including flour milling, which remained an important industry in Richmond until the 1950s. (Criterion A)

The former Flour Mill & Grain Store complex is representative of the industrial complexes of the late nineteenth and early twentieth centuries, with a range of buildings that demonstrate the continuous use and development of the site as a flour mill over 100 years. The flour mill use is demonstrated by the form and scale of the three storey building adjacent to Type Street with the associated corrugated iron clad tower, and by the reinforced concrete silos, which demonstrate the change to bulk handling of grain by the early 1940s. The significance of the complex is enhanced by its rarity values, as surviving example of a nineteenth century flour mill in the City of Yarra. Most of the other flour mills in the City of Yarra have been demolished, while archaeological remains are all that survive of Dights Mill in Abbotsford. (Criteria B & D)

The reinforced concrete silo is significant as a landmark within the local area. (Criterion E)

Heritage Place	City Hall, Richmond Municipal Offices & former Court House (Richmond Town Hall) 325-333 Bridge Road, Richmond	**PS ref no:**	HO532

Source: *Victoria Street and Bridge Road Built Form Review Heritage Assessments,* GJM Heritage (2018)

What is significant?

City Hall at 325-333 Bridge Road, Richmond, built in 1869-71 to designs by architect Charles Vickers, and additions and alterations in 1934-36 to designs by Harry R Johnson.

Elements that contribute to the significance of the place include (but are not limited to):

- The building's original and 1934-36 external form, materials and detailing
- Highly intact internal detailing of the Ticket Office in the foyer and the Main Hall, reflecting both phases of development.
- The building's high level of integrity to its 1934-36 form.

Any alterations and additions made after 1936 are not significant.

How is it significant?

City Hall at 325-333 Bridge Road, Richmond is of local historical and architectural significance to the City of Yarra.

Why is it significant?

City Hall at 325-333 Bridge Road, Richmond is of historical significance as the centre of local government services in Richmond since 1869. Both the original 1869 building and the symbolic and monumental refacing of the building in 1934 to coincide with the centenary of Victoria, represent the civic aspirations of the local government (Criterion A).

City Hall at 325-333 Bridge Road, Richmond is a distinctive, intact and representative example of a municipal town hall building. It displays typical features of two major stages of construction - the east and west facades show the original Victorian Italianate style, including rows of simple round-headed brick arched openings, bracketed eaves and bichromatic brickwork and the front façade and tower show the severe and monumental Moderne style, including a variety of both Egyptian-influenced elements and Art Deco motifs (Criterion D).

The imposing rendered main façade of City Hall at 325-333 Bridge Road, Richmond, with prominent clock tower and front porticoes, presents a landmark form to Bridge Road and surrounding areas. Egyptian-influenced elements and Art Deco motifs add to the visual qualities of the exterior of the place. The Ticket Office in the foyer and the Main Hall retain decorative elements that clearly reflect both important phases of development of the place (Criterion E).

Attachment 7 - Attachment 7 - Yarra C245 - YHS (Victoria Bridge) Statements of Significance Reference Doc (May 2020)

Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Reference Document (May 2020)

The statements of significance are derived from the following reports:

- *Richmond Conservation Study: undertaken for the City of Richmond, O'Connor*, John & Coleman, Roslyn et al. (1985)
- *City of Yarra Heritage Review*, Allom Lovell & Associates (1998)
- *City of Yarra Heritage Gaps Study*, Anthemion Consultancies (2012)
- *City of Yarra Heritage Gaps Study (Heritage Gaps Amendment two),* Lovell Chen (2012)
- *Heritage Gap Study, Review of Central Richmond,* Context Pty Ltd (2014)
- *City of Yarra Review of Heritage Overlay Areas,* Graeme Butler & Associates (2007, 2013)
- *Victoria Street and Bridge Road Built Form Review Heritage Assessments*, GJM Heritage (2018)

Attachment 7 - Attachment 7 - Yarra C245 - YHS (Victoria Bridge) Statements of Significance Reference Doc (May 2020)

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PRECINCTS

Heritage Place	Bridge Road Precinct, Richmond	**PS ref no:**	HO310

Source: *Victoria Street and Bridge Road Built Form Review Heritage Assessments*, GJM Heritage (2018)

What is significant?

North side of Bridge Road, Richmond from Punt Road to east of Church Street (nos. 1 - 433, with some specific exclusions) South side of Bridge Road, Richmond from Punt Road to east of Burnley Street (nos. 2-534) West side of Church Street, south of Bridge Road (nos. 252-256) Waltham Street (nos. 1A &2A).

History

Bridge Road was designated as a road reserve in Hoddle's Crown survey of 1837. It became a principal thoroughfare from Melbourne to the eastern suburbs when a bridge over the Yarra River was constructed at its eastern end in 1855. Retail and service trades first concentrated at the west end near Hoddle Street, and by the 1860s there was a proliferation of shops and businesses, including butchers, drapers, shoemaker, fruiterers, tailors, hairdressers, grocers, Egan's steam sawmill and several hotels. Amongst the early hotels were The Vine, 254 Bridge Road and Morans Spread Eagle, 372 Bridge Road.

From its inception, Bridge Road was intended to be the civic centre of the district with the town hall, courthouse and post office complex and police station constructed in 1869-71. In the 1870s Bridge Road, east of Church Street, was widened and named Campbell Parade and the civic centre soon became the site for other public buildings, including a market, skating rink, bowling green and baths.

During the prosperous 1870s and 1880s boom period many earlier buildings along Bridge Road were replaced with rows of one and two-storey commercial buildings with residences to the first floor or to the rear. Much of the present streetscape reflects this period, with notable buildings including Stanford Block, 314-328 Bridge Road; commercial premises at 289-307 Bridge Road; Bleasby Buildings, 398-404 Bridge Road and Allans Buildings, 384-392 Bridge Road. Development was encouraged by the opening of the first cable tram line in Melbourne in 1885, which ran along the length of Bridge Road from Bourke Street to the Hawthorn Bridge. This was replaced with an electrified tram service in 1916.

Commercial development along Bridge Road virtually ceased for a decade during the 1890s depression and recommenced with the construction of substantial and distinctive buildings, such as Wustermann's Buildings, 138-144 Bridge Road (1901) and Theobald's Buildings, 294-296 Bridge Road (1909). This added an Edwardian presence to the existing Victorian character of the precinct. A small number of Interwar buildings added to the streetscape character, including the Royal Oak Hotel, 529-533 Bridge Road (1923), the former Commonwealth Savings Bank of Australia, 267 Bridge Road (1939) and the distinctively remodelled Richmond Town Hall (1934-36).

Since World War II, much of the nineteenth century streetscape of the eastern end of Bridge Road has been eroded, however the predominantly Victorian and Edwardian commercial character of the central and western portions has been largely retained, even with the growth of the Epworth Hospital Complex in the north-western portion of the precinct and larger apartment developments in the area immediately east of the Epworth Complex.

- Description

The main development period of the Bridge Road Precinct is from the 1870s/1880s to the 1920s and the streetscape dates largely from this period. A small number of buildings from both earlier and later periods make a contribution to the precinct. A number of individually significant Victorian, Edwardian and Interwar buildings are contained within the precinct. The dominant building form is attached Victorian and Edwardian shops and residences. They are predominantly two-storey with some one and three-storey shops interspersed. Elements that contribute to the significance of the place include (but are not limited to):

- A variety of simple and highly decorative façade parapets, with pitched roofs behind
- No front or side setbacks

- Face red brick (including polychrome) or rendered walls
- Rendered window frames, sills and hoods to upper storeys
- Rendered ornament and incised decoration to upper storeys
- Brickwork with corbelled capping courses
- Some original post-supported street verandahs
- Strong horizontal lines formed by parapets, cornices, string courses
- Repetitive upper floor fenestration patterns
- Consistent two-storey scale with some one and three-storey buildings
- Shop fronts with display windows, timber or tiled plinths, and entry recesses
- Some red brick storage or stable buildings at the rear or side lanes
- Splayed corners to buildings at intersections
- Corrugated iron and slate roof cladding
- Bluestone pitched road paving, crossings, stone kerbs and channels and asphalt paved footpaths
- Some intact rear wings and outbuildings.

How is it significant?

Bridge Road, Richmond is of historical, architectural and aesthetic significance to the City of Yarra.

Why is it significant?

The Bridge Road Precinct is a major 'High Street' in the City of Yarra and has functioned continuously as one of Richmond's two key commercial centres since the 1840s. It retains a substantial collection of intact commercial buildings, predominantly from the Victorian and Edwardian periods, including shops and associated residences, hotels and other commercial and civic buildings. Together these buildings demonstrate the development of this major 'High Street', particularly from the 1870s/80s and from c1900 to the 1920s when substantial growth in the street occurred. These buildings are illustrative of the enduring role the street has played in the economic and social life of Richmond since the establishment of the suburb [Criterion A].

The substantially intact streetscape of the Bridge Road Precinct clearly demonstrates the principal characteristics of a major turn of the century 'High Street' in the City of Yarra. Typical characteristics, including predominantly two-storey Victorian and Edwardian wall heights, parapeted rendered or red brick facades with repetitive upper floor fenestration, and ground floor shopfronts, are displayed in the original forms, fabric and detailing of many of the buildings. The Bridge Road Precinct contains groups of buildings that retain intact typical rear wings and outbuildings, these include, amongst others, commercial premises at 289-307 Bridge Road and Stanford Block (314-328 Bridge Road). The streetscape on the south side of Bridge Road between Punt Road and Burnley Street are particularly notable for their highly intact and consistent architectural form and expression [Criterion D].

The Bridge Road Precinct contains a number of individually significant buildings which are well-considered and carefully detailed examples of commercial and civic buildings. These include, among others, the former Melbourne Savings Bank (182-184 Bridge Road); Wustermann's Building (138-144 Bridge Road); commercial premises at 289-307 Bridge Road; Theobalds Building (294-296 Bridge Road); Stanford Block (314-328 Bridge Road); Allans Buildings (384-392 Bridge Road) and Bleasby Buildings (398-404 Bridge Road), as well as hotels such as The Vine (254 Bridge Road) and Morans Spread Eagle (372 Bridge Road). The clock tower of the Richmond Town Hall is of particular prominence and is a local landmark. Richly detailed facades throughout the precinct, including parapet ornamentation, balustrading and pediments, incised and applied decoration and polychromatic brickwork, make an aesthetic contribution to the overall character of the precinct [Criterion E].

Heritage Place	Victoria Street Precinct, Richmond	**PS ref no:**	HO408

Source: *City of Yarra Heritage Review*, Allom Lovell & Associates (1998)

Updated: *Victoria Street and Bridge Road Built Form Review Heritage Assessments*, GJM Heritage (2018)

What is significant?

The Victoria Street Precinct is located on the south side of Victoria Street, Richmond. The precinct is linear in nature, following the alignment of Victoria Street between Shelley Street to the west and several properties short of Lennox Street to the east; Little Butler Street is to the rear. The precinct comprises historic commercial/retail buildings, the majority of which are two-storey rendered masonry and brick buildings, with several single-storey buildings at the west end. The buildings date from the second half of the nineteenth century through to the 1910s. Buildings in the precinct are predominantly of 'contributory' heritage value; with one 'individually significant' property (pair of two storey Victorian shop/residences at 92-94 Victoria Street); and two 'not-contributory' properties. The graded properties of the precinct share many characteristics, including rendered masonry and brick buildings, many overpainted, of (mainly) two-storey scale; no setbacks to the street; typically concealed or partly concealed roof forms, with some visible chimneys; generally intact upper (first floor) facades with parapets which are variously plain or curved, with some triangular or square pediments; some elaborate detailing to parapets; and original first floor windows associated with the former residences above the ground floor shops. The shopfronts are typically altered, with many of quite recent origin; awnings over the street (cantilevered or suspended with tie rods) are also commonly not original. Signage varies in impact and prominence: signs are attached to the fascias of awings; to parapets, first floor facades and the roofs of verandahs and awnings; and in painted form to shop windows. Many of the properties also have rear service yards, with annexes, skillions and outbuildings being common, accessed via Little Butler Street.

- Elements that contribute to the significance of the place include (but are not limited to):
- Predominantly two-storey façade parapets, with pitched roofs behind
- No front or side setbacks
- Rendered and face brick walls
- Rendered window frames, sills and hoods to upper stories
- Rendered detailing and ornament to upper stories, including parapets, pediments, cornices and pilasterstrips
- Horizontal lines formed by parapets, cornices and string courses
- Repetitive upper floor fenestration patterns.

How is it significant?

The Victoria Street Precinct is of local historical and aesthetic/architectural significance.

Why is it significant?

The Victoria Street Precinct is of local historical significance. The street forms the boundary between Richmond and Abbotsford, and was originally known as Simpson's Road. It began to develop a commercial and retail character in the mid-nineteenth century, a pattern which was consolidated by the 1880s when there was a significant increase in the number of businesses. By the end of the century, many of the existing buildings had been constructed. Victoria Street has subsequently continued as a local retail and service precinct for Richmond and Abbotsford, albeit with the mix of businesses, and the commercial character of the precinct changing in the period since the Second World War. This was in response to waves of migrant groups moving to the area, including people from South East Asia who from the 1970s to the present have operated numerous restaurants, green grocers and grocery shops. The colourful retail character of the street, and the rich collection of restaurants, draws customers from all over Melbourne. The Victoria Street Precinct is also of local aesthetic/architectural significance. It has a comparatively high level of intactness to the collection of nineteenth and early twentieth century buildings, concentrated in the first floor facades. The predominantly two-storey

scale, combined with the generally consistent and repetitive pattern of parapeted first floor facades, generates a high level of cohesion and homogeneity. The mix of single and paired buildings also adds to the character of the precinct. In addition, the precinct demonstrates some of the principal characteristics of late nineteenth and early twentieth century commercial/retail streets. These include many two-storey historic masonry buildings, which combine retail and residential components; zero setbacks to the street; shopfronts at ground floor level (albeit mostly altered to their original form); awnings; and a preponderance of intact first floor facades, with solid walls, punched rectangular windows, and often prominent parapets. The latter are variously plain or curved, with some triangular or square pediments, and elaborate detailing.

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Heritage Place	Victoria Street West Precinct, Abbotsford	**PS ref no:**	HO444

Source: *City of Yarra Heritage Gaps Study*, Anthemion Consultancies (2012)

Updated: *Victoria Street and Bridge Road Built Form Review Heritage Assessments,* GJM Heritage (2018)

What is significant?

Nos. 233, 235, 237, 239, 241, 243, 245, 247, 249 and 251 Victoria Street, Abbotsford, plus the former bank on the corner of Hoddle Street, were all constructed before 1885. The shops form a cohesive group variously with distinctive features which identify them in sub-groups. Elements that contribute to the significance of the place include (but are not limited to):

- Two-storey façade parapets, with pitched roofs behind
- No front or side setbacks
- Rendered and face brick walls (nos. 249-251 unpainted bichromatic brickwork)
- Rendered or face brick window frames, sills and hoods to upper stories
- Rendered or brick detailing to upper stories, including parapets, pediments, cornices and stringcourses
- Horizontal lines formed by parapets, cornices and string courses
- Repetitive upper floor fenestration patterns
- Corner building with principal facades to both streets.

Nos. 245, 247, 249 and 251 Victoria Street

Nos. 245, 247, 249 and 251 Victoria Street, Abbotsford are constructed from bi-chromatic brickwork and date from 1875/76. They are double-storey, constructed of red face brick and with cream brick detailing around the windows and cream brick string courses at window head (sash) height and at sill height on the upper level façades and east elevation of No. 251. Their appearance is highly unusual and possibly unique in the City of Yarra. The detailing of the gabled parapets and window surrounds is oddly heavy and is either an unusual design or contains exposed brickwork which may have been set and corbelled to take render which appears to have never been applied. At the ground floor level, the structural brickwork which has been rendered remains between the shopfronts. On No. 251 the bluestone plinth remains visible even though overpainted. This shop also retains the visible cornice above the ground floor level. Evidence of some original lower parapet mouldings also remains on the other shops above the non-original canopies. All of the shopfronts have stallboards which are original in style if not in fabric and it is assumed that the doors are at least in their original plane, if not original position. The rear of the shops appears to be highly intact despite some additional fabric having been added. From this aspect the rear chimneys, with elaborate bichromatic corbelled caps, are a dominant and unusual feature. The brickwork remains exposed face brick and windows are variously intact.

Nos. 239 – 243 Victoria Street

These shops, constructed 1885-86, form a more conventional group of three Italianate or Classical style double-storey shops with stuccoed upper levels and plain gabled pediments above a deep continuous moulded cornice, terminated by a corbel. Each façade has a pair of window openings, originally containing six-paned, timber-framed, double-hung sash windows set within simple moulded rendered architraves, and rendered sills supported by a simple corbel at the base of each architrave. The original sashes appear to remain at No. 239. Between the upper and ground floor levels is another moulded cornice with each shop being separated by a moulded corbel decorated with a boss and some have moulded consoles below. At the ground floor level, the structural brickwork which is rendered, remains between the shopfronts and all of the shopfronts have stallboards which are original in style if not in fabric. It appears that the doors are at least in their original plane, if not original position. The rear of the shops appears to be highly intact despite some additional fabric having been added. The brickwork remains exposed face brick and windows are variously intact as are face brick chimneys

with moulded rendered caps. The roofs are gabled and have timber-framing and are clad in corrugated steel. The attributed association with notable and prolific architect George Wharton is also of significance. His oeuvre to date is not represented by any identified shops.

No. 237 Victoria Street

This shop has a wider frontage than the others in the group and is of a conventional Italianate or Classical design for its era (1882). The upper level has a flat parapet which may have originally incorporated further embellishment, a moulded cornice terminated at each end by a moulded corbel with a console beneath. The equally-spaced window openings along the upper façade have no moulded detailing and simply have slightly arched heads and no sills. Each opening contains a timber-framed, double-hung sash window which appears to be original. At the ground floor level, the structural brickwork which is rendered remains between the shopfronts. The lower cornice is deep and moulded and is terminated at either end by a moulded corbel with a console below. The shopfront has a stallboard which is original in style if not in fabric and it appears that the door is at least in its original plane, if not original position. The rear of the shop appears to be highly intact. The brickwork remains exposed face brick and windows are variously intact. The roof appears to be a skillion with timberframing and is clad in corrugated steel.

Nos. 233 and 235 Victoria Street

This pair of shops, constructed 1885, forms a more conventional group of two Italianate or Classical style double-storey shops with stuccoed upper levels and plain gabled pediments above a deep continuous moulded cornice, terminated by a corbel, embellished with a boss. Each façade has a pair of window openings, containing what appears to be an original timberframed, double hung sash window set within simple moulded rendered architraves, and rendered sills supported by a simple corbel at the base of each architrave. Between the upper and ground floor levels is another moulded cornice which extends over both façades and which is terminated at either end by a moulded corbel decorated with a boss (patera) and with a moulded console below. At the ground floor level, the structural brickwork which is rendered remains between the shopfronts and the render is exposed. Both shopfronts have stallboards which are original in style if not in fabric and it appears that the doors are at least in their original plane, if not original position. The rear of the shops appears to be highly intact despite some additional fabric having been added. The brickwork of No. 233 remains exposed face brick and a window is intact. The roofs are hipped and have timber-framing and are clad in corrugated steel. The highly probable association with notable and prolific architect George Wharton is also of significance. His oeuvre to date is not represented by any identified shops.

How is it significant?

The buildings at Nos. 233, 235, 237, 239, 241, 243, 245, 247, 249 and 251 Victoria Street, Abbotsford are of local historical and aesthetic/architectural significance.

Why is it significant?

The buildings at Nos. 233, 235, 237, 239, 241, 243, 245, 247, 249 and 251 Victoria Street, Abbotsford are of local historical and aesthetic significance. The northern stretch of Victoria Street between Hoddle and Ferguson Streets is recorded in the first Collingwood Rate Book of 1864, as containing three brick houses. The first shops may have appeared in 1872 but certainly by 1875, during a period of suburban growth, three properties each containing a brick house and shop are listed in addition to a brick cottage. By 1885 the remainder of the block had been fully developed with shops and a bank. As such the buildings as a group document the development of this part of Victoria Street which is a continuum of the commercial development which occurred on both sides further to the east. It typifies a local or neighbourhood retail strip, essentially providing goods and services for local residents, in contradistinction to the destination high streets, such as Smith and Brunswick Streets. It was at this period that the nature of the premises and services offered changed forever from being small manufacturing to retailing. From this time the shops increasingly came to serve the local community and, now most recently, people from South-East Asia and those who appreciate this culture. The shops are highly intact to their structures and are variously distinctive, even unique, aesthetically. Six of them typify the types of shops constructed in the Italianate or Classical style which were the predominant nineteenth century style in commercial areas. They are either the first buildings constructed on these originally vacant sites or are the first shops which replaced earlier dwellings and a workshop(s). In a restrained manner, the façades contain characteristic materials, detailing and decorative mouldings and elements of Boom style architecture. Nos. 245, 247, 249 and 251 Victoria Street, constructed from bi-chromatic brickwork, form a distinctive group which has a highly unusual appearance and which is possibly unique in the City of Yarra. The detailing of the gabled parapets and window surrounds is oddly heavy and is either an unusual design or may be exposed brickwork which was originally set and corbelled to take render which appears to have never been applied.

The examples of the work of notable and prolific architect George Wharton's shed further light on his practice and oeuvre which is known today mostly through other and perhaps more grand building types and designs which do not accurately represent the wider range of buildings emanating from his, and similar nineteenth century architects' practices. The range of their work is often beyond what has survived or been positively identified.

INDIVIDUALLY SIGNIFICANT PLACES

Heritage Place	Former Savings Bank 231 Victoria Street, Abbotsford	**PS ref no:**	HO53

Source: *City of Yarra Heritage Review*, Allom Lovell & Associates (1998)

Updated: *Victoria Street and Bridge Road Built Form Review Heritage Assessments*, GJM Heritage (2018)

What is significant?

The former State Savings Bank at 231 Victoria Street, Abbotsford is of local architectural significance and historical interest. The building is a good example of the Italianate palazzo style, typical of bank premises in the late 19th century. The building is a notable element in the streetscape, occupying a prominent corner site at the intersection of Hoddle and Victoria Streets. The building's association with architect George Wharton, who designed other buildings for the Melbourne Savings Bank, is of interest.

Elements that contribute to the significance of the place include (but are not limited to):

- Façade parapet with pitched roof behind
- No setbacks
- Rendered walls
- Rendered façade detailing including window frames, hoods, pilasters, engaged columns and rusticated banding
- Strong horizontal lines formed by parapet line, cornices, string courses and rusticated banding
- Repetitive fenestration patterns at ground and first floor
- Corner building with two symmetrical, articulated, principal facades
- Emphasis on corner and façade extremities with concentration of decorative elements.

Heritage Place	Former National Bank 261 Victoria Street, Abbotsford	**PS ref no:**	HO54

Source: *City of Yarra Heritage Review*, Allom Lovell & Associates (1998)

Updated: *Victoria Street and Bridge Road Built Form Review Heritage Assessments*, GJM Heritage (2018)

What is significant?

The former National Bank of Australasia at 261 Victoria Street, Abbotsford, is of local architectural significance and local historical interest. The building is a good example of the restrained use of the Italianate palazzo style, typical of bank premises in the late 19th century. The building's association with Albert Purchas, architect of the Melbourne General Cemetery (from 1852), and of the Richmond South branch of the bank, is of interest.

Elements that contribute to the significance of the place include (but are not limited to):

- Facade parapet with pitched roof behind
- No side setback and minimal front setback
- Rendered walls
- Rendered façade detailing including window frames, sills and pedimented hoods, balustrading, columns and piers, name plates, vermiculated quoining and rusticated banding
- Strong horizontal lines formed by parapet line, cornices, string courses and rusticated banding
- Repetitive fenestration patterns to both facades at ground and first floor
- Corner building with symmetrical, articulated, front façade and secondary façade to side street
- Emphasis on central bay of front facade with concentration of decorative elements and raised pediment at parapet
- Cast iron picket fence to front facade.

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Heritage Place	Shops 275-277 Victoria Street, Abbotsford	**PS ref no:**	HO55

Source: *City of Yarra Heritage Review*, Allom Lovell & Associates (1998)

Updated: *Victoria Street and Bridge Road Built Form Review Heritage Assessments*, GJM Heritage (2018)

What is significant?

The Lambeth Buildings at 275-277 Victoria Street, Abbotsford, is of local architectural significance. The building is a typical and relatively intact example of a 19th century double storey shop and residence, which makes an important contribution to the streetscape.

Elements that contribute to the significance of the place include (but are not limited to):

- Facade parapet with pitched roof behind
- No front or side setbacks
- Rendered walls
- Rendered façade detailing and ornament including window frames and sills, masks, finials and pediment with name plate
- Strong horizontal lines formed by parapet line, cornices and string courses
- Repetitive fenestration patterns to both facades at ground and first floor
- Corner building with principal facades to both streets
- Shopfront with display windows, plinth and entry recess (no 277)
- Smaller scale facades at rear (Park Street) with similar detailing to main building.

Heritage Place	Shops 295 Victoria Street, Abbotsford	**PS ref no:**	HO56

Source: *City of Yarra Heritage Review*, Allom Lovell & Associates (1998)

Updated: *Victoria Street and Bridge Road Built Form Review Heritage Assessments*, GJM Heritage (2018)

What is significant?

The shop and residence at 295 Victoria Street, Abbotsford, is of local architectural significance. The building is a typical and relatively intact example, other than the shopfront, of a doublestorey 19th century shop and residence, and contributes to the character of the streetscape.

Elements that contribute to the significance of the place include (but are not limited to):

- Simple façade parapet with pitched roof behind
- No front or side setbacks
- Rendered walls
- Strong horizontal lines formed by parapet line and cornices
- Repetitive fenestration patterns at first floor level
- Corner building with principal facades to both streets
- Splayed corner to building.

Heritage Place	Shops 297-301 Victoria Street, Abbotsford	**PS ref no:**	HO57

Source: *City of Yarra Heritage Review*, Allom Lovell & Associates (1998)

Updated: *Victoria Street and Bridge Road Built Form Review Heritage Assessments*, GJM Heritage (2018)

What is significant?

The shops at 297-301 Victoria Street, Abbotsford, are of local architectural significance. They are particularly ornate examples of the Italianate style with unusual first floor fenestration, diminished somewhat by the painting of most of the brickwork, and a rare intact shopfront at no. 297. The shops are important heritage elements in the streetscape.

Elements that contribute to the significance of the place include (but are not limited to):

- Façade parapet with pitched roof behind
- No front or side setbacks
- Face red brick walls, overpainted (except for 301 Victoria Street)
- Rendered façade detailing including window frames, sills and pilasters
- Horizontal lines formed by parapet line and cornices
- Strong vertical lines formed by pilaster strips on main facade
- Repetitive fenestration patterns at first floor level, including unusual tripartite windows at first floor level and semi-circular arch-headed windows at ground floor (retained at 299 only)
- Continuation of fenestration patterns to Charles Street with simplified detail
- Corner building with articulated front and part side façade
- Splayed corner to building.

Heritage Place	Shops 371-377 Victoria Street, Abbotsford	**PS ref no:**	HO58

Source: *City of Yarra Heritage Review*, Allom Lovell & Associates (1998)

Updated: *Victoria Street and Bridge Road Built Form Review Heritage Assessments*, GJM Heritage (2018)

What is significant?

The shops at 371-377 Victoria Street, Abbotsford, are of local architectural significance. Although the shopfronts have been altered, the first floor facades—an unusual composition of polychromatic brick and unpainted render elements—remain substantially intact, and are an important heritage element in the streetscape.

Elements that contribute to the significance of the place include (but are not limited to):

- Façade parapet with pitched roof behind
- No front or side setbacks
- Polychromatic brickwalls
- Rendered façade detailing including window sills and hoods, cornices and plainly detailed parapet (unpainted)
- Strong horizontal lines formed by parapet and cornices
- Strong vertical pilaster lines clearly defining individual shops
- Repetitive upper floor fenestration patterns
- Principal front façade to Victoria Street and secondary façade to side street.

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Heritage Place	Former Collingwood East Hotel 385 Victoria Street, Abbotsford	**PS ref no:**	HO59

Source: *City of Yarra Heritage Review*, Allom Lovell & Associates (1998)

Updated: *Victoria Street and Bridge Road Built Form Review Heritage Assessments*, GJM Heritage (2018)

What is significant?

The former East Collingwood Hotel, 385 Victoria Street, Abbotsford, is of local architectural significance. Architecturally, the building has unusually detailed facades, and remains remarkably intact. The building is a good example of the Italianate style applied to a commercial building, and it is an important heritage element in the Victoria Street streetscape.

Elements that contribute to the significance of the place include (but are not limited to):

- Façade parapet with pitched roof behind
- No front or side setbacks
- Rendered walls
- Rendered façade detailing including window sills and hoods, masks and banded and vermiculated rustication
- Strong horizontal lines formed by parapet line, cornices and banded rustication
- Repetitive upper floor fenestration patterns
- Repetitive lower floor arch-headed pattern of window and door openings
- Corner building with principal facades to both streets
- Splayed corner to building.

Heritage Place	Shops 459-465 Victoria Street, Abbotsford	**PS ref no:**	HO60

Source: *City of Yarra Heritage Review*, Allom Lovell & Associates (1998)

Updated: *Victoria Street and Bridge Road Built Form Review Heritage Assessments*, GJM Heritage (2018)

What is significant?

The shops at 459-465 Victoria Street, Abbotsford, are of local architectural significance. Relatively intact, they are unusual examples of richly decorated Edwardian double-storey shops.

Elements that contribute to the significance of the place include (but are not limited to):

- Simple façade parapet with pitched roof behind
- No front or side setbacks
- Face red brick walls with brown brick and render contrasts (nos 459 & 465 overpainted), including decorative corner pediment
- Strong horizontal lines formed by parapet, cornice and stringcourses
- Strong vertical pilaster lines clearly defining individual shops
- Repetitive upper floor fenestration patterns
- Corner building with principal front facade
- Splayed corner to building.

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Heritage Place	Shop 511 Victoria Street, Abbotsford	**PS ref no:**	HO61

Source: *City of Yarra Heritage Review*, Allom Lovell & Associates (1998)

Updated: *Victoria Street and Bridge Road Built Form Review Heritage Assessments*, GJM Heritage (2018)

What is significant?

The corner shop at 511 Victoria Street, Abbotsford, is of local architectural significance. The building is an unusually austere mid-Victorian retail building which contrasts with the more richly decorated facades of more contemporary shop architecture. The shopfront is a very rare surviving example of a Victorian shopfront.

Elements that contribute to the significance of the place include (but are not limited to):

- Simple façade parapet with pitched roof behind
- No front or side setbacks
- Face brick walls
- Strong horizontal lines formed by parapet and cornice
- Repetitive upper floor fenestration patterns.

Heritage Place	Terminus Hotel, former Bricklayers Arms Hotel 605 Victoria Street, Abbotsford	**PS ref no:**	HO62

Source: *City of Yarra Heritage Review*, Allom Lovell & Associates (1998)

Updated: *Victoria Street and Bridge Road Built Form Review Heritage Assessments*, GJM Heritage (2018)

What is significant?

The former Brickmakers Arms Hotel is of local architectural and historical significance. Although the original 19th century building has been altered, it is a rare surviving building associated with the brickmaking industry in Abbotsford, which once occupied all the land along both sides of Flockhart Street, but which had relocated to the eastern and northern suburbs by the 1880s. A hotel has occupied this site continuously since 1866. The present building displays typical features of the Moderne style such as steel-framed windows, curved corner, and horizontal facade treatment, notable for its tiling. The building is substantially intact to the extent of the inter-War refurbishment, and being prominently sited at the eastern end of Victoria Street it is a local landmark.

Elements that contribute to the significance of the place include (but are not limited to):

- Plain façade parapet with flat roof behind
- No front or side setbacks
- Rendered facades
- Strong horizontal lines formed by parapet, stringcourses, window openings and tiled dado
- Moderne detailing including projecting curved canopy, applied decoration and tiled dado
- Irregular pattern of fenestration including multi-paned and double-hung windows
- Corner building with principal and secondary facades and curved corner.

Heritage Place	Former Crusader Plate Building 651 Victoria Street, Abbotsford	**PS ref no:**	HO63

Source: *City of Yarra Heritage Review*, Allom Lovell & Associates (1998)

Updated: *Victoria Street and Bridge Road Built Form Review Heritage Assessments*, GJM Heritage (2018)

What is significant?

The former Crusader Plate building, at 651 Victoria Street, Abbotsford, is of local architectural significance. Whilst the adjacent Handley's building (No. 653-657), upon which the Crusader Plate building is styled, is a far more confident expression of the Moderne idiom, the Crusader Plate building is nonetheless an interesting and unusual Moderne composition. It is a particularly sympathetic extension to the Handley's complex. The significance of the building has been reduced by the alterations to the glazing and vehicle entrance. The Skipping Girl Vinegar sign is of local historical and social significance. The original sign was Melbourne's first animated neon sign, and the reconstruction remains a local landmark and a Melbourne cultural icon.

Elements that contribute to the significance of the place include (but are not limited to):

- Plain façade parapet with sawtooth roof behind
- No front setback
- Face brick facade, including graded brick colours towards the top of the façade
- Repetitive fenestration patterns to front and side facades.

Heritage Place	Former Handley & Tilley Building 653-657 Victoria Street, Abbotsford	**PS ref no:**	HO64

Source: *City of Yarra Heritage Review*, Allom Lovell & Associates (1998)

Updated: *Victoria Street and Bridge Road Built Form Review Heritage Assessments*, GJM Heritage (2018)

What is significant?

The former Handley & Tilley Building, 653-657 Victoria Street, is of local architectural significance. The building is an extraordinarily confident expression of the Moderne idiom and an important example of the style applied to a large industrial building. The distinctive polychromatic brickwork is of note. With the adjoining former Crusader Plate building at No. 651, the building is a striking landmark in the Victoria Street streetscape. The appearance of the building has been marred by the 1990s alterations.

Elements that contribute to the significance of the place include (but are not limited to):

- Plain façade parapet with generally flat roof behind
- Various minimal front setbacks
- Face brick facades, including graded brick colours towards the top of thefacade
- Strong horizontal lines formed by parapets, strips of fenestration and spandrels
- Strong vertical lines formed by central tower element and associated detailing
- Repetitive fenestration patterns
- Moderne detailing including curved walls, projecting canopy and tops of piers.

Heritage Place	Former Alma Woolworks Complex 661-663 Victoria Street, Abbotsford	**PS ref no:**	HO65

Source: *City of Yarra Heritage Review*, Allom Lovell & Associates (1998)

Updated: *Victoria Street and Bridge Road Built Form Review Heritage Assessments*, GJM Heritage (2018)

What is significant?

The former Alma Wool Works is of considerable local historical and architectural significance. The former residence derives its significance from its association with Peter Nettleton, Collingwood's best known fellmonger. It is a remnant of the longest surviving fellmongery complex within Collingwood, established during the early phase of industrial activity in the suburb. The house demonstrates the practice of proprietors of industrial establishments living on their premises, in contrast to the preference of later Victorian industrialists to reside in the more fashionable residential suburbs of Melbourne. Largely intact, the former residence is also a rare surviving example of an early bluestone cottage.

The former woolshed is the major surviving building of the original Nettleton's Works, later to become James Schofield Pty Ltd and later again the Alma Woolscouring Co Pty Ltd. It is the key building in Collingwood's, and possibly Melbourne's, largest surviving woolscouring complex. Architecturally, the unusual arcade to the river is of particular note. The whole complex is the earliest remaining substantially intact industrial complex in Collingwood. Its location on the river illustrates the role of the Yarra as a sewer for Melbourne's animal processing factories in the 19th century.

Elements that contribute to the significance of the place include (but are not limited to):

- Low hipped roof forms
- Rectilinear forms.

Heritage Place	Richmond Police Station [former] 319-323 Bridge Road Richmond	**PS ref no:**	HO230

Source: This site was removed from the Government Building Register on 21 May 1998 and placed in the Yarra Planning Scheme. The Statement below was provided to the City of Yarra by Heritage Victoria (25 May 1998).

Updated: *Victoria Street and Bridge Road Built Form Review Heritage Assessments*, GJM Heritage (2018)

What is significant?

Richmond Police Station was built in 1878 as part of a civic strip comprising of the Town Hall, Court House and Post Office. The Lock-Up located at the rear is thought to have been erected in the 1860s and was moved to this site in 1872-3. Richmond Police Station is important because of the role it played in the colourful history of the community of Richmond. Police authority and local government were highly involved in the struggles of union development, industry and the political battles between the ALP working class and the conservative middle class of Richmond. The prominence of the building is representative of the high profile of police authority, in conjunction with local government in Richmond during the late nineteenth and early twentieth centuries. Of architectural importance is the intact government complex including the police lock-up. Architectural details include polychrome brickwork, arched windows and stone work in the lock-up. A better and more intact example of this building type and style exists at Carlton (1878) and has been transferred to the Victorian Heritage Register. The Richmond Police Station does not warrant inclusion on the Victorian Heritage Register as it is not of State significance and a more intact example of its type has been transferred to the Victorian Heritage Register. It is however of local significance. The Richmond Police Station has been removed from the Government Buildings Register and included in the Heritage Overlay of the relevant Planning Scheme.

Elements that contribute to the significance of the place include (but are not limited to):

- Two storey, free-standing, symmetrical building repetitive arch-headed fenestration patterns at both levels
- Front and side setbacks
- Face red brick walls with contrasting cream and red brick detailing to openings, string courses, chimneys and entrance porch
- Bluestone base
- Exposed hipped slate roof with consoled eaves
- Horizontal lines formed by eaves, sills, stringcourses
- Central focal point (entry)
- Bluestone lock-up with slate roof at the rear of the building.

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Heritage Place	Pelaco Sign 21-31 Goodwood Street, Richmond	**PS ref no:**	HO259

Refer to Victorian Heritage Database for Statement of Significance – VHR H1149

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Heritage Place	Former Gas Inspector's Residence	**PS ref no:**	HO260

Refer to Victorian Heritage Database for Statement of Significance – VHR H1610

Heritage Place	House 316 Victoria Street, Richmond	**PS ref no:**	HO289

Source: *City of Yarra Heritage Review*, Allom Lovell & Associates (1998)

Updated: *Victoria Street and Bridge Road Built Form Review Heritage Assessments*, GJM Heritage (2018)

What is significant?

The house at 316 Victoria Street, Richmond, is of local architectural significance. It is the only house of its type —a double-fronted double-storey terrace—in Victoria Street. It is a good and substantially intact example an Italianate style terrace, with particularly fine detailing. It is a major contributor to the streetscape in an area much denuded by post-War commercial and industrial buildings.

Elements that contribute to the significance of the place include (but are not limited to):

- Simple façade parapet with pitched roof behind
- Front setbacks but no side setbacks
- Rendered walls (overpainted)
- Front verandahs and balconies with decorative cast iron balustrading and friezes
- Render detailing including parapet balustrading and cornice (overpainted)
- Strong horizontal lines formed by parapet, cornices, stringcourse and balconies
- Side wing walls with simple decorative detailing
- Repetitive fenestration and openings patterns at both levels
- Cast iron palisade fencing, gate, posts and bluestone base.

Heritage Place	Byrne's Arcade Terrace 318-326 Victoria Street, Richmond	**PS ref no:**	HO290

Source: *City of Yarra Heritage Review*, Allom Lovell & Associates (1998)

Updated: *Victoria Street and Bridge Road Built Form Review Heritage Assessments*, GJM Heritage (2018)

What is significant?

Byrne's Arcade Terrace is of local architectural significance. Whilst there are a number of 19th century double-storey shops with residences above in Victoria Street, Byrne's Arcade Terrace is the only residential terrace, and a typical and reasonably intact example. It is a major contributor to the streetscape in an area much denuded by post-War commercial and industrial buildings.

Elements that contribute to the significance of the place include (but are not limited to):

- Simple façade parapet with pitched roof behind
- Front setbacks but no side setbacks
- Rendered walls (overpainted)
- Front verandahs and balconies with decorative cast iron balustrading and friezes (not all original)
- Render detailing including dentilled cornice, central pediment, rosettes, masks and urns (overpainted)
- Strong horizontal lines formed by parapet, cornices and balconies
- Strong vertical pilaster lines clearly defining individual residences
- Repetitive fenestration and openings patterns at both levels
- Cast iron palisade fencing and gates, and bluestone bases, to the majority of properties.

Heritage Place	Former Simpson's Glove Factory 488-496 Victoria Street, Richmond	**PS ref no:**	HO291

Source: *City of Yarra Heritage Review*, Allom Lovell & Associates (1998)

Updated: *Victoria Street and Bridge Road Built Form Review Heritage Assessments*, GJM Heritage (2018)

What is significant?

The former Simpsons Glove Factory is of local architectural significance and local historical interest. The building has been used as a factory since its construction in 1920 until relatively recently. Architecturally, it is a typical example of the stripped Classical Revival style applied to a utilitarian building. The building is prominently sited at the eastern end of Victoria Street, and is a local landmark.

Elements that contribute to the significance of the place include (but are not limited to):

- Façade parapet with pitched roof behind
- No front or side setbacks
- Red brick walls with dark brick contrasts
- Plain rendered façade detailing including parapet, consoles, window lintels and sills and curved entrance hood
- Strong vertical pilaster lines
- Repetitive fenestration patterns
- Symmetrical front façade.

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Heritage Place	Skipping Girl Neon Sign 651-653 Victoria Street, Abbotsford	**PS ref no:**	HO353

Refer to Victorian Heritage Database for Statement of Significance – VHR H2083

Heritage Place	Quint Café (former Duke of Albany Hotel) 323-325 Victoria Street, Abbotsford	**PS ref no:**	HO416

Source: *City of Yarra Heritage Gaps Study (Heritage Gaps Amendment two),* Lovell Chen (2012)

Updated: *Victoria Street and Bridge Road Built Form Review Heritage Assessments*, GJM Heritage (2018)

What is significant?

The former hotel at no. 323-325 Victoria Street, Abbotsford, was constructed in the nineteenth century with façade alterations undertaken in the early 1930s. It has a series of hipped roof forms clad in corrugated galvanised steel, and a collection of chimneys. The Victoria Street façade returns around Nicholson Street on the east side in a smooth-stuccoed finish with a parapet rising in three rounded steps to the curved corner, with course line mouldings and a flagpole anchored in two of the mouldings. At first floor level there are steel-framed windows with fanlights and horizontally proportioned panes to both the south and east elevations. The first floor corner is also set with steelframed horizontally-proportioned windows that are faceted to fit the curve of the corner, and doors at either end of the corner window opening to a curved cantilevered balcony with steel tube balustrade. The ground floor has been altered externally.

Elements that contribute to the significance of the place include (but are not limited to):

- Plain façade parapet with flat roof behind
- No front or side setbacks
- Rendered facades
- Strong horizontal lines formed by parapet, applied raised strips and window openings
- Moderne detailing including curved corner with staggered parapet and flagpole
- Corner building with principal facades to both streets.

How is it significant?

The former hotel at no. 323-325 Victoria Street, Abbotsford, is of local historical and aesthetic/architectural significance.

Why is it significant?

The former hotel at no. 323-325 Victoria Street, Abbotsford, is of local historical significance. The property has accommodated a hotel for approximately 130 years, beginning with Simpson's Hotel from at least the 1850s, when Victoria Street was known as Simpson's Road and the section of street between Hoddle and Nicholson streets was developing its retail and commercial character. The earlier hotel was replaced by the current two-storey brick building, possibly in the 1880s, when it was known as the Duke of Albany Hotel; and in the 1930s, the external appearance of the hotel was dramatically altered, in line with many hotel makeovers of the interwar years. The former hotel is also of local aesthetic/architectural significance, and is distinguished by the Streamlined Moderne remodeling of the early 1930s. The date of the early 1930s also places this particular stylistic makeover as a comparatively early example. Although altered in part, the Streamlined Moderne styling of the building still reads strongly, particularly the curved emphasis to the Victoria and Nicholson street corner. Elements of note include the three-stepped parapet with course line mouldings; flagpole anchored in two of the mouldings; steel-framed windows; faceted windows to the first floor corner; and the curved cantilevered balcony with steel tube balustrade.

INDIVIDUALLY SIGNIFICANT PLACES WITHIN PRECINCTS

Some 'Individually Significant' places within heritage precincts have a Statements of Significance. Those places that have one are listed below.

Within HO310

Grynberg Drapers Shop and Office – 99-101 Bridge Road, Richmond

Heritage Place	Grynberg Drapers Shop and Office 99-101 Bridge Road, Richmond	**PS ref no:**	Within HO310

Source: *City of Yarra Review of Heritage Overlay Areas,* Graeme Butler & Associates (2007, 2013)

What is significant?

The Grynberg's drapers shop and office, at 99 and 101 Bridge Road, Richmond was created in 1941 for Thelma Paterson and has other historical associations with persons such as Louis Grynberg, draper. The place has a good integrity to its creation date.

Fabric from the creation date at the Grynberg's drapers shop and office is locally significant within the City of Yarra, compared to other similar places from a similar era.

How is it significant?

The Grynberg's drapers shop and office, at 99 and 101 Bridge Road, Richmond, is architecturally significant to the locality of Richmond and the City of Yarra.

Why is it significant?

The Grynberg's drapers shop and office block is significant as a streamlined Moderne style two storey brick commercial building, given a strong horizontal emphasis with the use of horizontal brick banding to walls and parapet cappings at the upper level and horizontally proportioned window openings with metal framed windows. Horizontal elements are balanced visually by a projecting bay at the western end of the façade which incorporates a vertical slot of glass blocks and a scalloped parapet treatment, and a circular window at the eastern end of the façade. The ground floor's original or early shopfronts have been altered.

Shops & residences – 108-112 Bridge Road, Richmond

Heritage Place	Shops & residences 108-112 Bridge Road, Richmond	**PS ref no:**	Within HO310

Source: *Richmond Conservation Study: undertaken for the City of Richmond,* O'Connor, John & Coleman, Roslyn et al. (1985)

What is significant?

This boom style commercial building exhibits a now rare example of an original building facade with shopfronts. The building is an important contributor to the Bridge Road commercial precinct.

Wustermann's Buildings, Shop & residence – 138-144 Bridge Road, Richmond

Heritage Place	Wustermann's Buildings, Shop & residence 138-144 Bridge Road, Richmond	**PS ref no:**	Within HO310

Source: *Richmond Conservation Study: undertaken for the City of Richmond,* O'Connor, John & Coleman, Roslyn et al. (1985)

What is significant?

An elaborate terrace of Edwardian shops forming part of the important Bridge Road commercial precinct.

London Baby Carriage Manufacturers Pty Ltd. Factory and show room – 153-161 Bridge Road Richmond

Heritage Place	London Baby Carriage Manufacturers Pty Ltd. Factory and show room 153-161 Bridge Road Richmond	**PS ref no:**	Within HO310

Source: *City of Yarra Review of Heritage Overlay Areas,* Graeme Butler & Associates (2007, 2013)

What is significant?

The London Baby Carriage Manufacturers Pty Ltd. factory and show room at 153-161 Bridge Road, Richmond was created in 1941 for Hilda and Ruby Wrixon and has other historical associations with the London Baby Carriage Pty Ltd. The place has a fair integrity to its creation date (tiles/bricks painted). Fabric from the creation date at the London Baby Carriage Manufacturers Pty Ltd. Factory and show room is locally significant within the City of Yarra, compared to other similar places from a similar era.

How is it significant?

The London Baby Carriage Manufacturers Pty Ltd. Factory and show room at 153-161 Bridge Road, Richmond is historically and architecturally significant to the locality of Richmond and the City of Yarra.

Why is it significant?

The London Baby Carriage Manufacturers Pty Ltd. Factory and show room is significant as a distinctive Moderne style factory on a corner site. `This streamlined Moderne style painted and rendered brick building is ... given a strong horizontal emphasis with the use of horizontal banding to walls and parapet and expansive, horizontally proportioned window openings... The central projecting entry bay to the building is highlighted by a stepped-up section of parapet a curved cantilevered horizontal awning, and is surmounted by a flagpole.' (Wight 2001)

Former Melbourne Savings Bank – 184 Bridge Road, Richmond

Heritage Place	Former Melbourne Savings Bank 184 Bridge Road, Richmond	**PS ref no:**	Within HO310

Source: *Victoria Street and Bridge Road Built Form Review Heritage Assessments*, GJM Heritage (2018)

What is significant?

The Former Melbourne Savings Bank at 184 Bridge Road, Richmond built in 1889 to designs by architects Wight & Lucas.

Elements that contribute to the significance of the place include (but are not limited to):

- The building's original external form, materials and detailing
- The building's high level of integrity to its original design.
- Façade parapet
- No front setbacks
- Rendered walls
- Elaborate rendered façade detailing including heavily decorated and clustered pilasters, pedimented aediculae, balustrading, stylized classical motifs
- Horizontal lines formed by parapet line, cornices, broad pediment and banded rustication
- Vertical lines formed by bold pilasters
- The steeply-pitched hipped roof form.
- Later alterations and additions to the rear and shopfront are not significant.

How is it significant?

The Former Melbourne Savings Bank at 184 Bridge Road, Richmond is of local historical and architectural significance to the City of Yarra.

Why is it significant?

The Former Melbourne Savings Bank at 184 Bridge Road, Richmond is illustrative of historical development that occurred along a major, early commercial thoroughfare in the City of Yarra, particularly in the 'boom' period of the 1880s (Criterion A).

The Former Melbourne Savings Bank at 184 Bridge Road, Richmond is a distinctive, intact and representative example of a Victorian bank building. It displays typical features of the exuberant Victorian Boom Classical style popular in the 1880s in Richmond and across Melbourne more broadly, including an array of classical details which are applied in a liberal Mannerist style. (Criterion D).

Shops & residences – 199-205 Bridge Road, Richmond

Heritage Place	Shops & residences 199-205 Bridge Road, Richmond	**PS ref no:**	Within HO310

Source: *Richmond Conservation Study: undertaken for the City of Richmond,* O'Connor, John & Coleman, Roslyn et al. (1985)

What is significant?

These transitional style commercial buildings are an important component of the Bridge Road commercial precinct.

National Bank of Australasia, former - 231 Bridge Road, Richmond

Heritage Place	National Bank of Australasia, former 231 Bridge Road, Richmond	**PS ref no:**	Within HO310

Source: *Richmond Conservation Study: undertaken for the City of Richmond,* O'Connor, John & Coleman, Roslyn et al. (1985)

What is significant?

The Richmond branch of the Bank of Australasia is a significant suburban commission of the prominent nineteenth century architect, Lloyd Tayler. The building maintains a high degree of integrity, and is an important element in the Bridge Road commercial precinct.

Former Commonwealth Savings Bank of Australia and residence - 267 Bridge Road, Richmond

Heritage Place	Former Commonwealth Savings Bank of Australia and residence 267 Bridge Road, Richmond	**PS ref no:**	Within HO310

Source: *Victoria Street and Bridge Road Built Form Review Heritage Assessments*, GJM Heritage (2018)

What is significant?

The Former Commonwealth Savings Bank of Australia and Residence at 267 Bridge Road, Richmond built in 1939.

Elements that contribute to the significance of the place include (but are not limited to):

- The building's original external form, materials and detailing
- The building's high level of integrity to its original design.
- Façade parapet
- No front setbacks
- Rendered walls
- Simple detailing including rendered bands and ruled lines
- Geometric decorative steel grilles
- Window openings with glass brick infill
- Vertical emphasis of front façade formed by pilasters and tall side openings
- Hipped roof form.

Later alterations, and additions to the rear, are not significant.

How is it significant?

The Former Commonwealth Savings Bank of Australia and Residence at 267 Bridge Road, Richmond is of local historical and architectural significance to the City of Yarra.

Why is it significant?

The Former Commonwealth Savings Bank of Australia and Residence at 267 Bridge Road, Richmond is illustrative of the policy of expansion of banks into the suburbs in the late 1930s and early 1940s and was one of a number constructed in major commercial thoroughfares at this time in suburban Melbourne (Criterion A).

The Former Commonwealth Savings Bank of Australia and Residence at 267 Bridge Road, Richmond is a fine, intact and representative example of a Moderne building. It displays typical features of the Moderne architectural style popular in the late 1930s in Richmond and across Melbourne more broadly, including a strong vertical emphasis with secondary horizontal elements and fine decorative steel grilles of geometric pattern (Criterion D).

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Theobalds Buildings – 294-296 Bridge Road, Richmond

Heritage Place	Theobalds Buildings – 294-296 Bridge Road, Richmond	**PS ref no:**	HO310

Source: *Richmond Conservation Study: undertaken for the City of Richmond, O'Connor*, John & Coleman, Roslyn et al. (1985)

What is significant?

An outstanding pair of Edwardian shops, intact above verandah level.

381-389 Bridge Road, Richmond

Heritage Place	381-389 Bridge Road, Richmond	**PS ref no:**	Within HO310

Source: *Richmond Conservation Study: undertaken for the City of Richmond, O'Connor*, John & Coleman, Roslyn et al. (1985)

What is significant?

These late Victorian commercial buildings with their original timber shopfronts are a prominent feature of the Bridge Road commercial precinct.

Attachment 8 - Attachment 8 - Yarra C245 - Collingwood Mixed Use Pocket: Heritage Analysis & Recommendations, GJM Heritage (2018)

GJM Heritage

Collingwood Mixed Use Pocket
Heritage Analysis & Recommendations



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

6 June 2018

Prepared for the City of Yarra

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Attachment 8 - Attachment 8 - Yarra C245 - Collingwood Mixed Use Pocket: Heritage Analysis & Recommendations, GJM Heritage (2018)

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Photographic credits:

All photos were taken by GJM Heritage unless otherwise stated.

Document versions

Project no.	Version	Issued to	Date issued
2017-004	0.1 Draft	Amruta Pandhe	27 April 2018
	0.2 Draft	Amruta Pandhe	18 May 2018
	1.0 Final	Amruta Pandhe	6 June 2018

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1. Introduction

1.1 Collingwood Mixed Use Pocket

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

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

1.1.1 Location

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

1.1.2 Brief History of Collingwood

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

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

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

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

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

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

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

1.2 Scope of the Heritage Analysis & Recommendations Report

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

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

The analysis within this report considers:

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

1.3 Methodology

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

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

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

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

Attachment 8 - Attachment 8 - Yarra C245 - Collingwood Mixed Use Pocket: Heritage Analysis & Recommendations, GJM Heritage (2018)

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

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

We have approached the preparation of this analysis as follows:

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

All photographs were taken by GJM unless otherwise stated.

2. Analysis of the Planning Context

2.1 Activity Centre Planning and Heritage

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

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

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

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

> *Society has various needs and expectations such as land for settlement, protection of the environment, economic well-being, various social needs, proper management of resources and infrastructure. Planning aims to meet these by addressing aspects of economic, environmental and social well-being affected by land use and development.*
>
> *Planning authorities and responsible authorities should endeavour to integrate the range of policies relevant to the issues to be determined and balance conflicting objectives in favour of net community benefit and sustainable development for the benefit of present and future generations.*

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

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

2.2 Yarra Planning Scheme – Heritage Provisions

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

2.2.1 Heritage Policy

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

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

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

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

- *To conserve Yarra's natural and cultural heritage.*
- *To conserve the historic fabric and maintain the integrity of places of cultural heritage significance.*
- *To retain significant view lines to, and vistas of, heritage places.*
- *To preserve the scale and pattern of streetscapes in heritage places.*
- *To encourage the preservation, maintenance, restoration and where appropriate, reconstruction of heritage places.*
- *To ensure the adaptation of heritage places is consistent with the principles of good conservation practice.*
- *To ensure that additions and new works to a heritage place respect the significance of the place.*
- *To encourage the retention of 'individually significant' and 'contributory' heritage places.*
- *To protect archaeological sites of cultural heritage significance.*

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

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

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

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

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

General

Encourage the design of new development and alterations and additions to a heritage place or a contributory element to a heritage place to:

- *Respect the pattern, rhythm, orientation to the street, spatial characteristics, fenestration, roof form, materials and heritage character of the surrounding historic streetscape.*
- *Be articulated and massed to correspond with the prevailing building form of the heritage place or contributory elements to the heritage place.*
- *Be visually recessive and not dominate the heritage place.*
- *Be distinguishable from the original historic fabric.*
- *Not remove, cover, damage or change original historic fabric.*
- *Not obscure views of principle façades.*
- *Consider the architectural integrity and context of the heritage place or contributory element.*

Encourage setbacks from the principal street frontage to be similar to those of adjoining contributory buildings; where there are differing adjoining setbacks, the greater setback will apply.

Encourage similar façade heights to the adjoining contributory elements in the street. Where there are differing façade heights, the design should adopt the lesser height.

Minimise the visibility of new additions by:

- *Locating ground level additions and any higher elements towards the rear of the site.*
- *Encouraging ground level additions to contributory buildings to be sited within the 'envelope' created by projected sight lines (see Figure 1).*
- *Encouraging upper level additions to heritage places to be sited within the 'envelope' created by projected sight lines (for Contributory buildings refer to Figure 2 and for Individually significant buildings refer to Figure 3).*
- *Encouraging additions to individually significant places to, as far as possible, be concealed by existing heritage fabric when viewed from the front street and to read as secondary elements when viewed from any other adjoining street.*

Discourage elements which detract from the heritage fabric or are not contemporary with the era of the building such as unroofed or open upper level decks or balconies, reflective glass, glass balustrades and pedestrian entrance canopies.

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

Likewise, the policy to '*Discourage elements which … are not contemporary with the era of the building such as unroofed or open upper level decks or balconies, reflective glass, glass balustrades and pedestrian entrance canopies*' may not achieve appropriate urban design and architectural outcomes in areas such as the Collingwood Mixed Use Pocket. In such areas, an 'interpretative' design approach for new upper level development is likely to be more recessive than a 'respectful' or 'historicist' one that would lead to the new additions inappropriately mimicking the historic form and potentially being more visually intrusive. Infill development should continue to demonstrate a 'respectful' approach that references the materiality, window proportions and relationship between solid and void of the heritage buildings.

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

Corner Sites and Sites with Dual Frontages

Encourage new building and additions on a site with frontages to two streets, being either a corner site or a site with dual street frontages, to respect the built form and character of the heritage place and

adjoining or adjacent contributory elements to the heritage place.

Encourage new buildings on corner sites to reflect the setbacks of buildings that occupy other corners of the intersection.

...

Industrial, Commercial and Retail Heritage Place or Contributory Elements

Encourage new upper level additions and works to:

- *Respect the scale and form of the existing heritage place or contributory elements to the heritage place by being set back from the lower built form elements. Each higher element should be set further back from lower heritage built forms.*
- *Incorporate treatments which make them less apparent.*

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

2.2.2 Landmarks and Tall Structures

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

The relevant policies include:

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

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

2.2.3 Built Form and Design Policy

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

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

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

and

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

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

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

2.2.4 Heritage Overlay

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

- *To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
- *To conserve and enhance heritage places of natural or cultural significance.*
- *To conserve and enhance those elements which contribute to the significance of heritage places.*
- *To ensure that development does not adversely affect the significance of heritage places.*
- *To conserve specifically identified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.*

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

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

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

3. Heritage in Design and Development Overlays – Panel Findings

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

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

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

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

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

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

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

3.1 Moreland Amendment C134

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

Gazetted on 11 August 2016, Moreland Amendment C134 introduced DDO18, DDO19 and DDO20. DDO18 also provides a preferred minimum 5m setback for development above the street wall and to establish a preferred ratio of ¾ : ¼ street wall to new built form through the following design objective:

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

[1] Retrieved from Victorian Heritage Database, 16 June 2017 (http://vhd.heritagecouncil.vic.gov.au/places/56076#sthash.7LcbbSIM.dpuf)

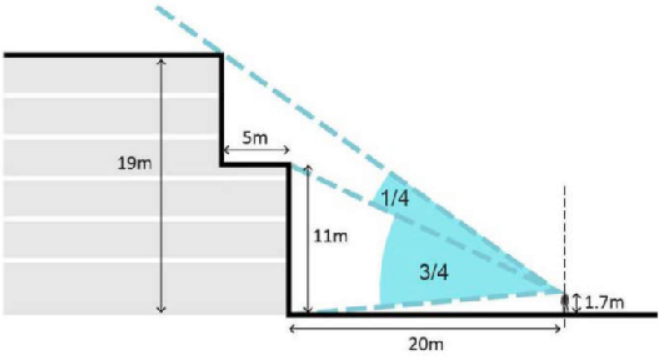


Figure 2. Upper level setbacks along Sydney Road (Figure 1 in Moreland DDO18, retrieved 2 June 2017).

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

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

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

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

3.2 Boroondara Amendment C108

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

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

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

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

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

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

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

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

3.3 Whitehorse Amendment C175

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

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

and concluded that in the absence of this modelling:

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

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

4. Description & Zoning

4.1 Description

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

4.1.1 Peel Street and South

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

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

4.1.2 North of Peel Street

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

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

4.1.3 Recent Development

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

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

4.2 Zoning

The land within the Collingwood Mixed Use Pocket is included within the MUZ with two parcels of land subject to the Public Use Zone (PUZ) – the former Cambridge Street State School, 19 Cambridge Street (PUZ2 – Education) and the public housing units at 3 Cambridge Street (PUZ3 – Health & Community).

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

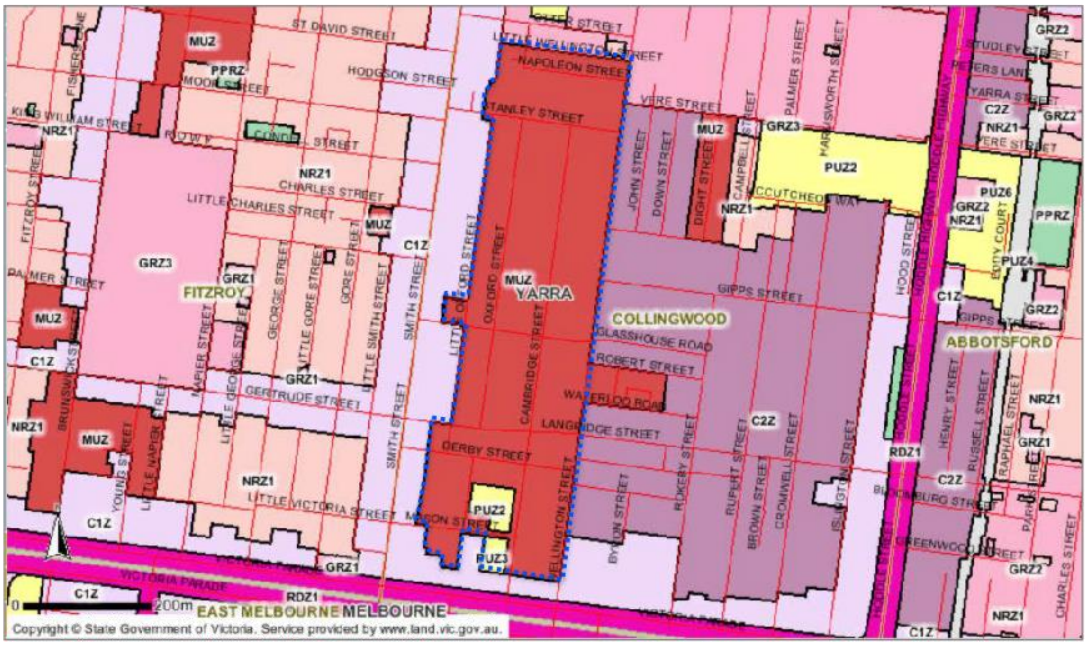


Figure 3. Zoning map showing the Collingwood Mixed Use Pocket – outlined in blue (Planning Maps Online, retrieved 24 April 2018)

5. Existing Heritage Status & Recommended Changes

5.1 Existing Heritage Character

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

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

The majority of these structures share the following characteristics:

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

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

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

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

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

5.2 Victorian Heritage Register

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

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

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

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

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

Attachment 8 - Attachment 8 - Yarra C245 - Collingwood Mixed Use Pocket: Heritage Analysis & Recommendations, GJM Heritage (2018)

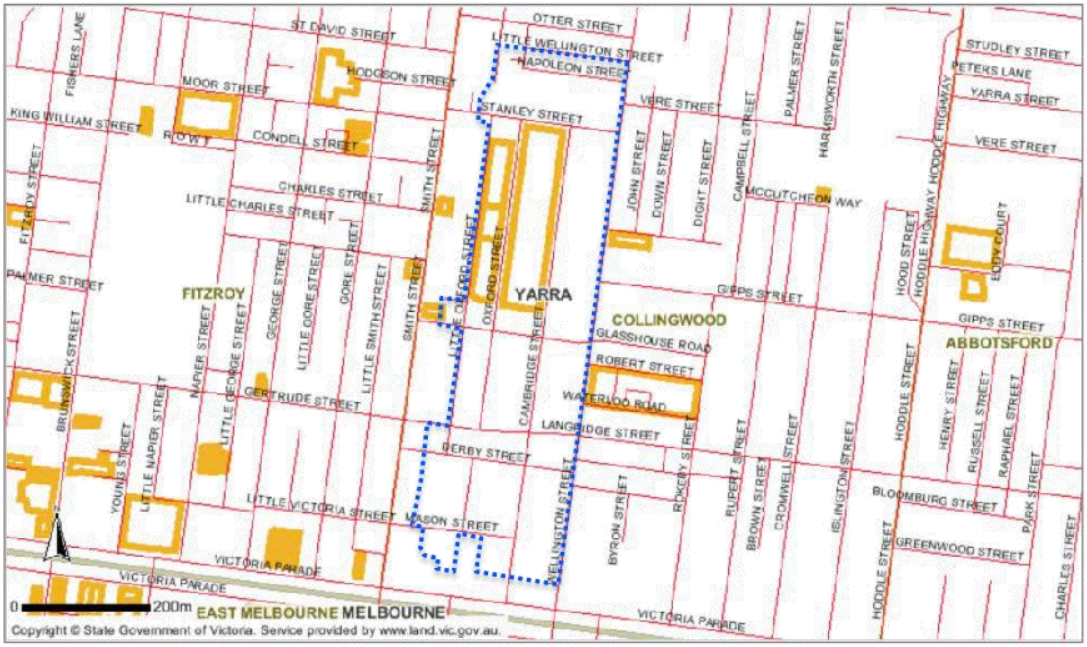


Figure 4. Map showing heritage places included on the VHR (outlined in yellow) with the Collingwood Mixed Use Pocket – outlined in blue (Planning Maps Online, retrieved 24 April 2018



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

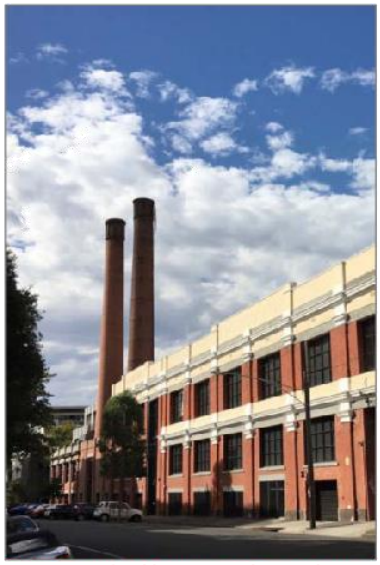


Figure 6. Twin chimneys at the northern end of the former Foy & Gibson Complex (VHR H0755)

5.3 Heritage Overlay

The Heritage Overlay, affecting both individual properties and heritage precincts, applies to approximately half the land area of the Collingwood Mixed Use Pocket.

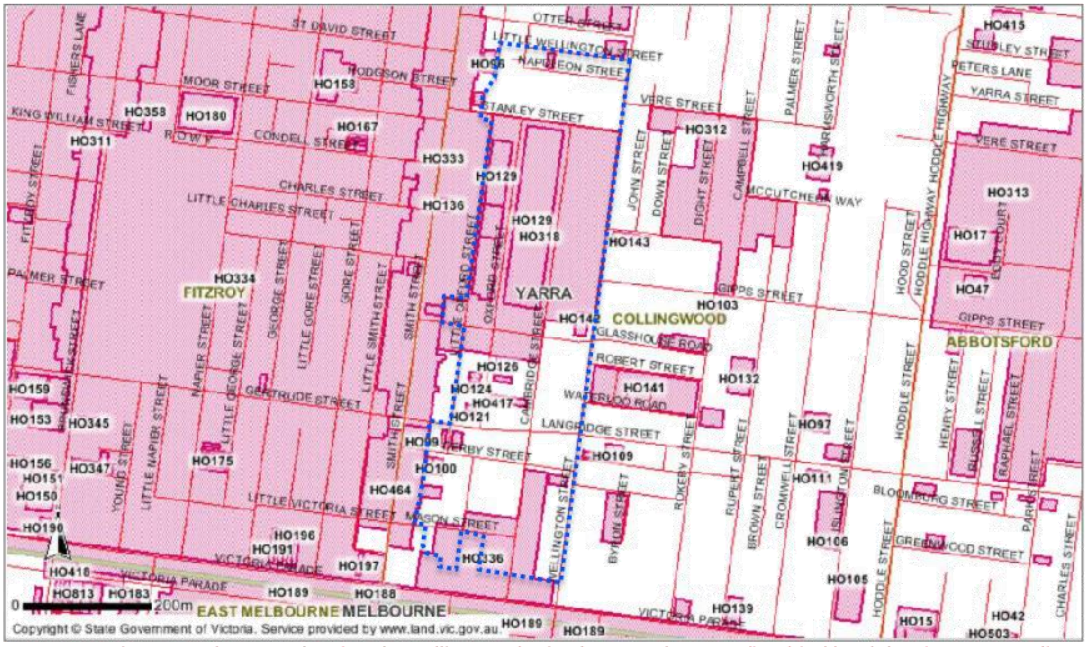


Figure 7. Heritage Overlay map showing the Collingwood Mixed Use Pocket – outlined in blue (Planning Maps Online, retrieved 24 April 2018)

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

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

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

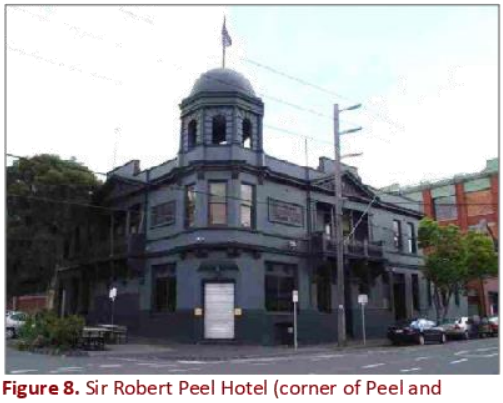


Figure 8. Sir Robert Peel Hotel (corner of Peel and Wellington Streets) (HO142) (City of Yarra)



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

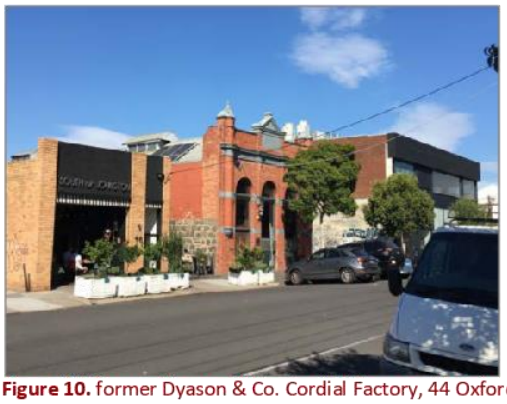


Figure 10. former Dyason & Co. Cordial Factory, 44 Oxford (HO417)



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



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



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

5.4 Recommended Changes to Heritage Controls

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

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

5.4.1 Amendments to the VHR - Former Foy & Gibson Complex

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

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

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

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



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



Figure 15. 120 Cambridge Terrace (City of Yarra)

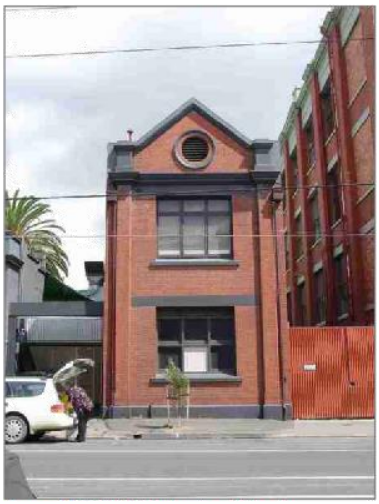


Figure 16. 111 Wellington Street (City of Yarra)



Figure 17. 117 Wellington Street (City of Yarra)

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

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

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

Attachment 8 - Attachment 8 - Yarra C245 - Collingwood Mixed Use Pocket: Heritage Analysis & Recommendations, GJM Heritage (2018)

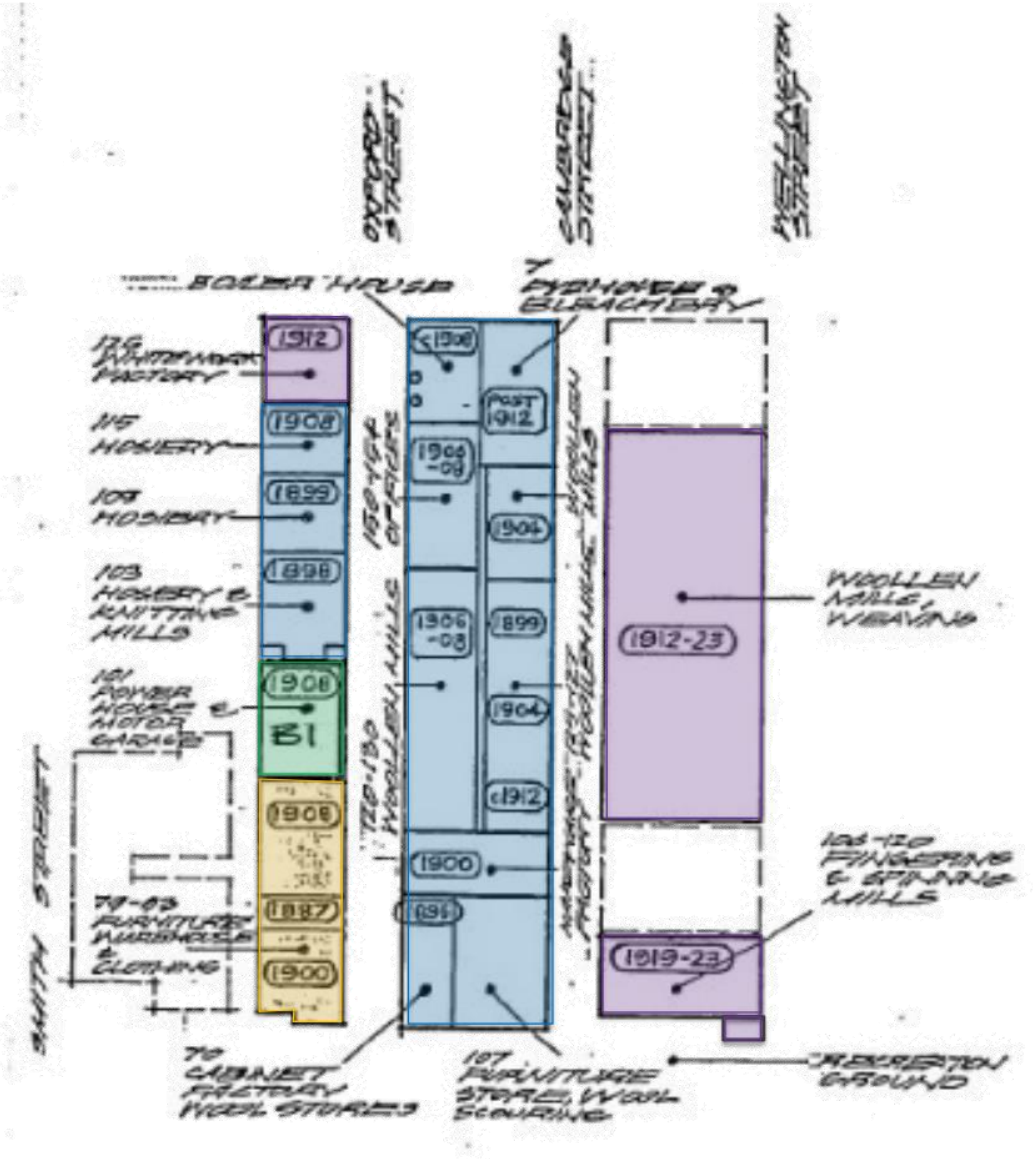


Figure 18. Existing extent of VHR Registration with proposed additional land and building shaded in purple (Adapted from Andrew C Ward & Associates, *Foy and Gibson's Manufacturing Complex: submission to the Historic Buildings Council* (August 1989))

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

5.4.2 18-22 Derby Street

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

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

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



Figure 19. 10-22 Derby Street

5.4.3 33-45 Derby Street

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

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

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

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

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

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



Figure 20. 39-45 Derby Street



Figure 21. 33-45 Derby Street

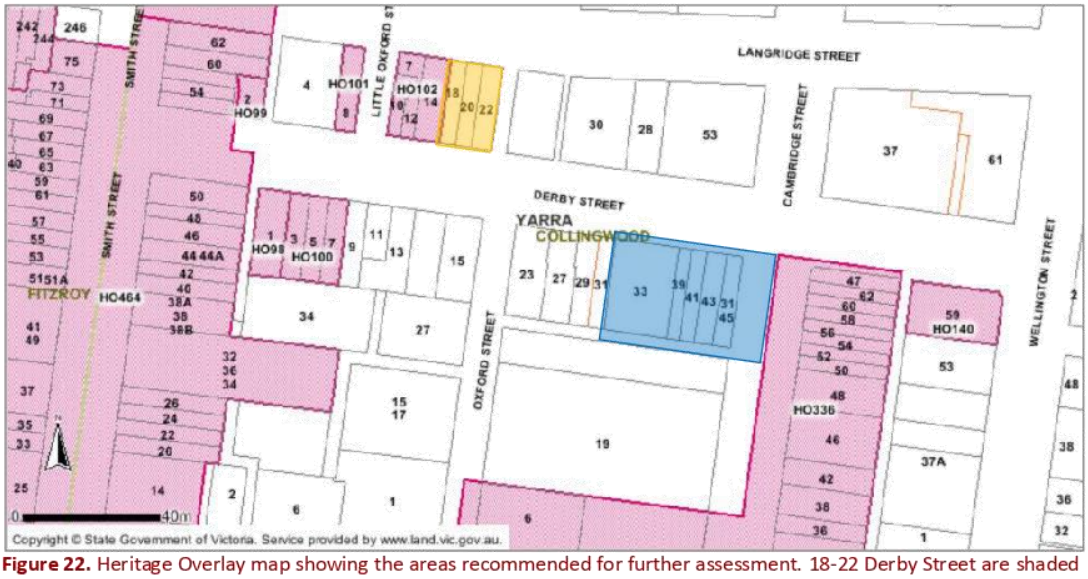


Figure 22. Heritage Overlay map showing the areas recommended for further assessment. 18-22 Derby Street are shaded in yellow and 33-45 Derby Street are shaded in blue.

5.4.4 Other mapping and grading corrections

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

Former Cambridge Street State School, 19 Cambridge Street

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



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

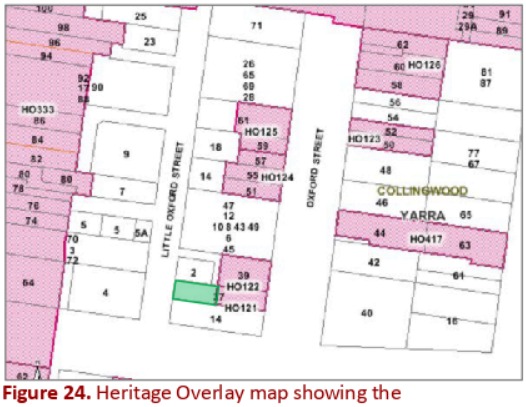


Figure 24. Heritage Overlay map showing the recommended additions to the extent of HO121 (shaded in green.
(Planning Maps Online, retrieved 2 May 2018)

37 Oxford Street (HO121)

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

Former Foy & Gibson Weighbridge Building, 111 Wellington Street

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

The proposed extension of HO318 is shown on Figure 26.

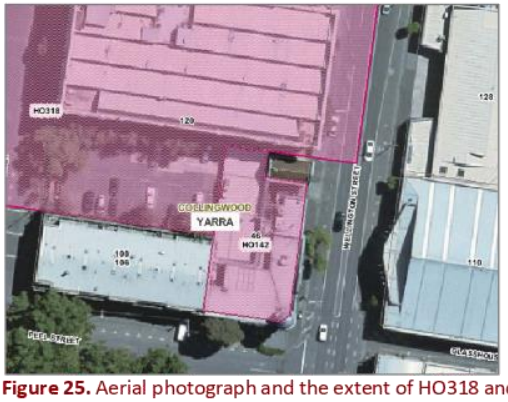


Figure 25. Aerial photograph and the extent of HO318 and HO142 showing 111 Wellington Street excluded from the extent of the Heritage Overlay
(Planning Maps Online, retrieved 27 April 2018)

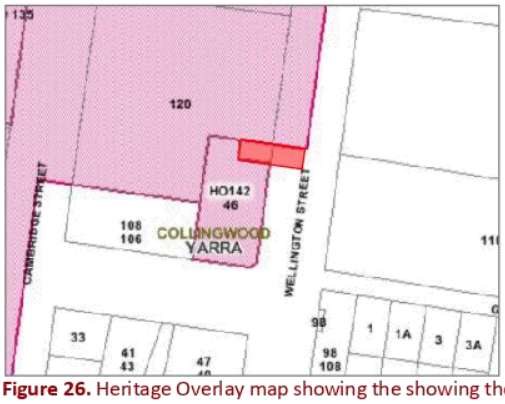


Figure 26. Heritage Overlay map showing the showing the recommended additions to the extent of HO318 in red
(Planning Maps Online, retrieved 27 April 2018)

Former Foy & Gibson Woollen Mill, 117 Wellington Street

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



Figure 27. 117 Wellington Street (City of Yarra)

Recent Developments (20 Peel Street)

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

6. Potential Future Character Considerations

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



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

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

6.1 Southern Sub-Precinct – Peel Street and South

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

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

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

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

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

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

6.2 Northern Sub-Precinct – North of Peel Street

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

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

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

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

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

6.3 Across the Collingwood Mixed Use Pocket

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

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

7. Recommended Built Form Parameters

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

7.1 Industrial Buildings Subject to the Heritage Overlay

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

Former industrial buildings in the Mixed Use Pocket include:

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

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

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

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

7.2 Fine Grained Commercial Buildings Subject to the Heritage Overlay

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

These properties include:

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

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

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

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

7.3 Fine Grained Residential Buildings Subject to the Heritage Overlay

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

These properties include:

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

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

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

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

7.4 Prominent Buildings Subject to the Heritage Overlay

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

These properties include:

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

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

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

7.5 Infill Sites within the Heritage Overlay

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

Those properties include:

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

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

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

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

7.6 Development Abutting Land Subject to the Heritage Overlay

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

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

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

8. Built Form Recommendations

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

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

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

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

8.1 Additional Guidance

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

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

Attachment 8 - Attachment 8 - Yarra C245 - Collingwood Mixed Use Pocket: Heritage Analysis & Recommendations, GJM Heritage (2018)

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

Appendix 1: Collingwood Slope Precinct Citation - HO318

Component streets include:

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

Statement of Significance

What is significant?

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

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

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

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

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

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

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

Main development era

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

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[3] 44 Extends from Stanley Street south to Peel. Street and includes Little Oxford, Oxford, Cambridge and Wellington. Streets, adjoining the Collingwood Flat.

Contributory elements

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

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

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

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

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

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

How is it significant?

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

Why is it significant?

The Collingwood Slope Heritage Overlay Area is significant:

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

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

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

Appendix 2: Victoria Parade Precinct Citation – HO336

Component streets include:

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

Statement of Significance

What is significant?

Early development

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

1880s-1890s development

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

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

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

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

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

Transport

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

Main development era

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

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

Contributory elements

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

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

Contributory elements also include:

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

How is it significant?

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

Why is it significant?

The Victoria Parade Heritage Overlay Area is significant:

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

Attachment 8 - Attachment 8 - Yarra C245 - Collingwood Mixed Use Pocket: Heritage Analysis & Recommendations, GJM Heritage (2018)

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Attachment 9 - Attachment 9 - Yarra C245 - Heritage Citation 18-22 Derby Street, Collingwood, Anthemion Consultancies (2018)

Nos. 18, 20 and 22 Derby Street
Collingwood

Including HO 102 which Comprises

Nos. 10, 12, 14 and 16 Derby Street
Collingwood

Heritage Assessment



Nos. 18, 20 and 22 Derby Street, Collingwood

Prepared for

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June 2018

Nos. 18, 20 and 22 Derby Street, Collingwood and HO 102
(including Nos. 10, 12, 14 and 16 Derby Street)

1.0 Introduction

1. Nos 18, 20 and 22 Derby Street, Collingwood, adjoining HO 102 on the eastern side of Derby Street have been assessed for their potential for inclusion in a Heritage Overlay Area. In summary, it is recommended that these properties are included in an existing Heritage Overlay i.e. HO 102.

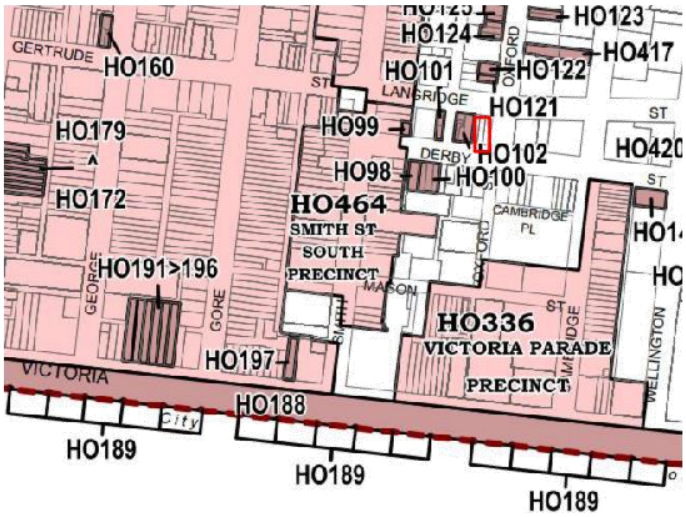


Figure 1 Heritage Overlay Map showing Nos. 18 – 22 Derby Street and nearby Heritage Overlay Areas.

2. These properties are mentioned in the citation for Nos. 10 – 16 Derby Street in the *Collingwood Conservation Study Review May 1995*, prepared by Andrew Ward. Under "Integrity" it states: "Good. Forms a visual unit with adjoining Nos 18-20".

3. In the *Collingwood Conservation Study* prepared by Andrew Ward earlier in 1989, the Collingwood Slope had been identified as a historic precinct and a citation was prepared. In part it states, *Viz.*:

> Today, the principal architectural elements of this precinct are as follows:
> - the remnant residential areas, consisting of the Victoria Parade terraces, and the Cambridge Street and Derby Street terraces, which contrast with the working class cottages and row houses of Mason Street, Bedford, Napoleon Streets and elsewhere.
> - the remnants of the brewing/distilling industry,
> - the charitable/religious institutions,
> - the Smith Street shopping centre,
> - the Foy and Gibson complex.
>
> They are dramatically combined on a sloping site which affords surprising glimpses of nearby prominent structures, such as the brewery towers and which retains

extensive sections of bluestone pitcher pavements, back fences and back streets which together form the essence of working class Collingwood.

Significance

The Collingwood Slope precinct is of importance at the metropolitan level for its early, post gold rush role of accommodating Melbourne's burgeoning population following imposition of the Melbourne Building Act provisions of 1849. It is of primary importance for its collection of brewery/distillery related buildings, at the State level and is of similar note for its retention of the manufacturing and warehousing buildings of the Foy and Gibson empire. The precinct offers valuable insights into the nature of Collingwood's mid-late Victorian residential environments and is important also not - only as the first portion of the municipality to be intensely developed but also for its role in nurturing Collingwood's other fledgling industries for which it was to later become noted and including the clothing, textiles and boot trades. [Emphasis added.]

The Collingwood Slope is important for the way in which its contemporary environment expresses the complex changes wrought within it since the 1850's.[1] [Emphasis added.]

4. While this citation covers the whole of the Collingwood Slope historic precinct identified by Andrew Ward, some aspects are directly applicable to Derby Street.

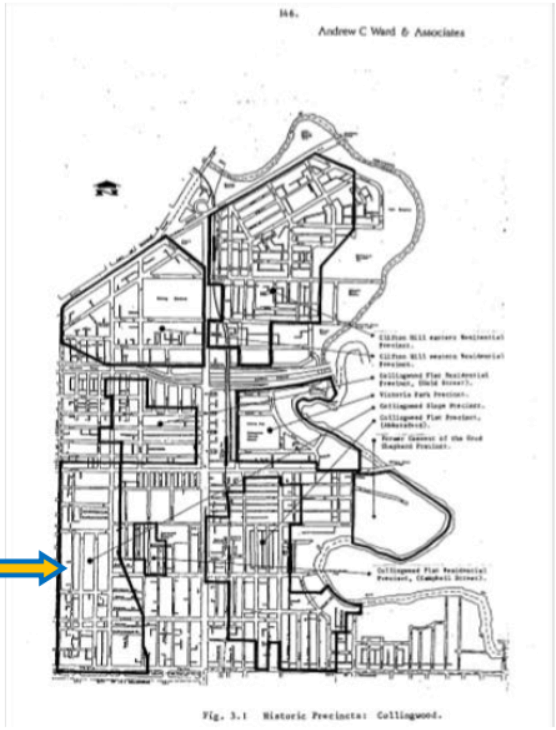


Figure 2 *Historic precincts identified in the* Collingwood Conservation Study *1989. The Collingwood Slope Historic precicnt is arrowed.*

[1] Andrew C Ward & Associates. *Collingwood Conservation Study*. 1989. Vol. 1, p. 155.

5. During the fieldwork survey undertaken for *the City of Yarra Heritage Review*, prepared by Allom Lovell & Associates in 1998, Nos. 18, 20 and 22 Derby Street, Collingwood were identified as being of potential heritage significance. However the broader area is shown on the fieldwork map as not being included in a heritage precinct as a result of some direction from the City of Yarra at that time. The underlying brief for that study was to review the then existing heritage citations and to expand and update them and to add additional citations for some significant places within a budget/scope constraint. It is probable that this is why Nos. 18 – 22 Derby Street were not reviewed further at that time.

6. The *City Of Yarra Heritage Gaps: An Over View* prepared by Graeme Butler & Associates in 2004 did not include them either. The nearest property indicated as being assessed was Nos. 41 – 45 Derby Street, Collingwood. In fact these are the only properties in Derby Street which were listed in the Gaps Study. No further information has been found which sheds any light.

7. The *2008 Gaps Study, Stage 1*, prepared by Graeme Butler & Associates, also only addressed Nos. 38 – 45 Derby Street. The *Lovell Chen Gaps Study of 2012* did not address Derby Street nor did the *City of Yarra Heritage Gaps Review One 2013*. However, a recent physical survey of Derby Street highlighted the fact that these buildings are Victorian double-storey dwellings and a former shop which have a similar level of contributory significance as other buildings in Derby Street which are in or proposed to be in Heritage Overlays and hence they have been re-assessed.

2.0 Methodology

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

9. Each of the buildings has been visually inspected from the street and historic research has been conducted using Certificates of Title, City of Collingwood Rate Books, historic plans and photographs and secondary sources.

10. A comparative analysis has been made against the Statements of Significance for the abutting precinct, HO 102, and similar places already included in a Heritage Overlay area in the immediate vicinity, i.e. Derby Street and the south part of Cambridge Street, to determine whether these buildings warrant inclusion as part of HO102 or as a separate Heritage Overlay.

11. There is also some common history between Nos. 18, 20 and 22 Derby Street and those abutting in HO 102 (Nos. 10 – 16 Derby Street), but the architectural description is different as is typical in many heritage precincts. Nevertheless they were constructed contemporaneously during the redevelopment of Derby Street from wooden buildings to masonry buildings and it is considered that it is more appropriate to include Nos. 18, 20 and 22 Derby Street in the same Heritage Overlay as Nos. 10, 12, 14 and 16 Derby Street i.e. HO 102.

12. Information contained in the existing citations for Nos. 10, 12, 14 and 16 Derby Street has been incorporated into a revised Statement of Significance included in this assessment.

Attachment 9 - Attachment 9 - Yarra C245 - Heritage Citation 18-22 Derby Street, Collingwood, Anthemion Consultancies (2018)

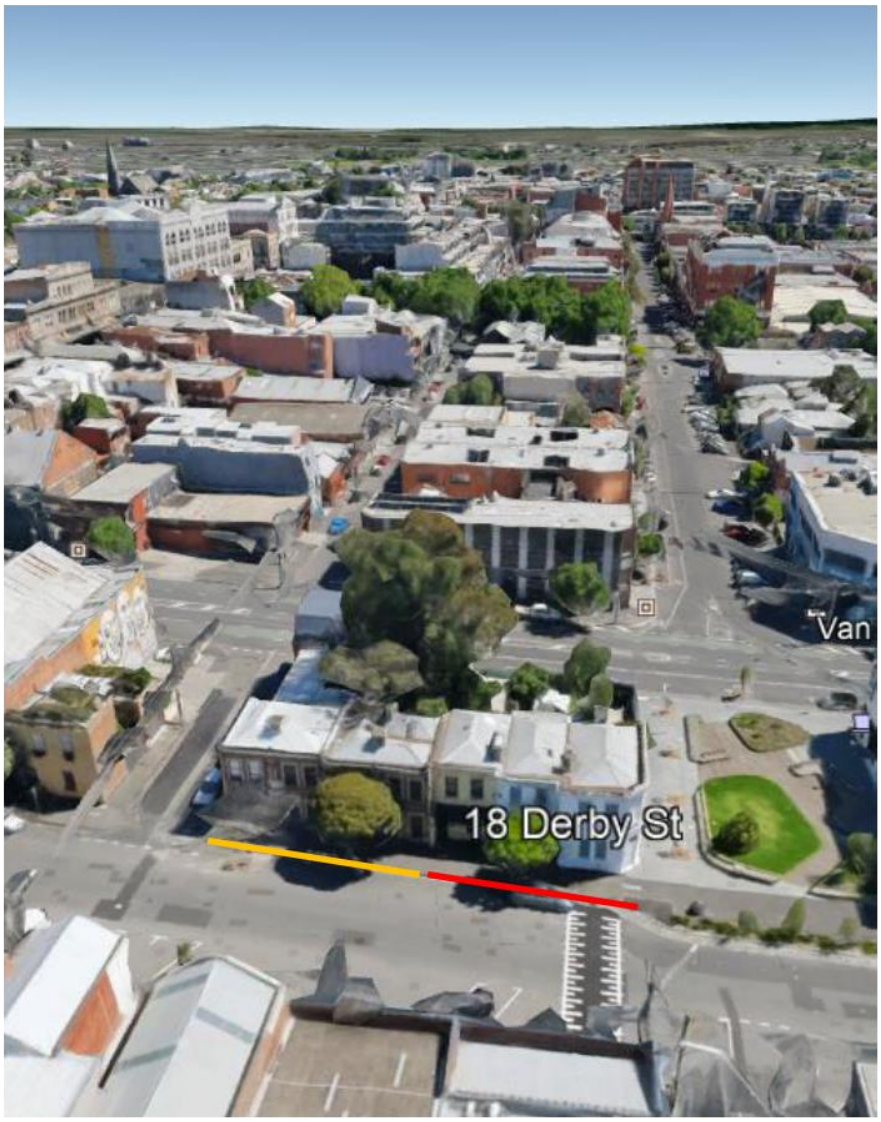


Figure 3 *Aerial view of Nos. 18, 20 and 22 Derby Street, Collingwood are indicated by the red line. Nos. 10 – 16 Derby Street are indicated by the orange line.*

Source: Google Earth



Figure 4 Nos. 18, 20 and 22 Derby Street, Collingwood. June, 2018.



Figure 5 The view of Nos. 18, 20 and 22 Derby Street, Collingwood from Langridge Street. June, 2018.

3.0 History

13. The first land sales of "The whole of that portion of land contained within the present Victoria Street, Smith Street, Alexandra Parade and Yarra River limits was alienated on 13 February 1839".[2]

14. Nos. 10 – 22 Derby Street are part of Crown Portion 52, Parish of Jika Jika County of Bourke. Portion 52 and 53, and 68 abutting to the north, were purchased by S A Donaldson. Sir Stuart Alexander Donaldson "sent James Graham as his agent to Melbourne [in 1839 where he], bought town and suburban land there and became a trustee of the Port Phillip Association".[3]

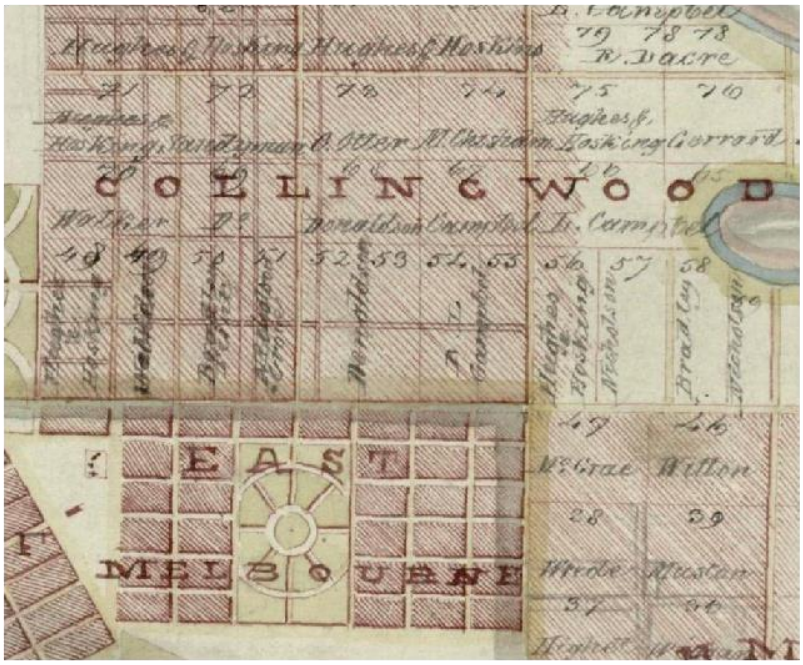


Figure 6 Jika Jika and Melbourne no. 18. [1851-1852]

Source: State Library of Victoria. Vale Collection.

[2] Andrew C Ward & Associates. *Op. cit.*. Vol. 1, p. 34.

[3] Draper, Sandra. "Donaldson, Sir Stuart Alexander (1812 – 1867). *Australian Dictionary of Biography*.

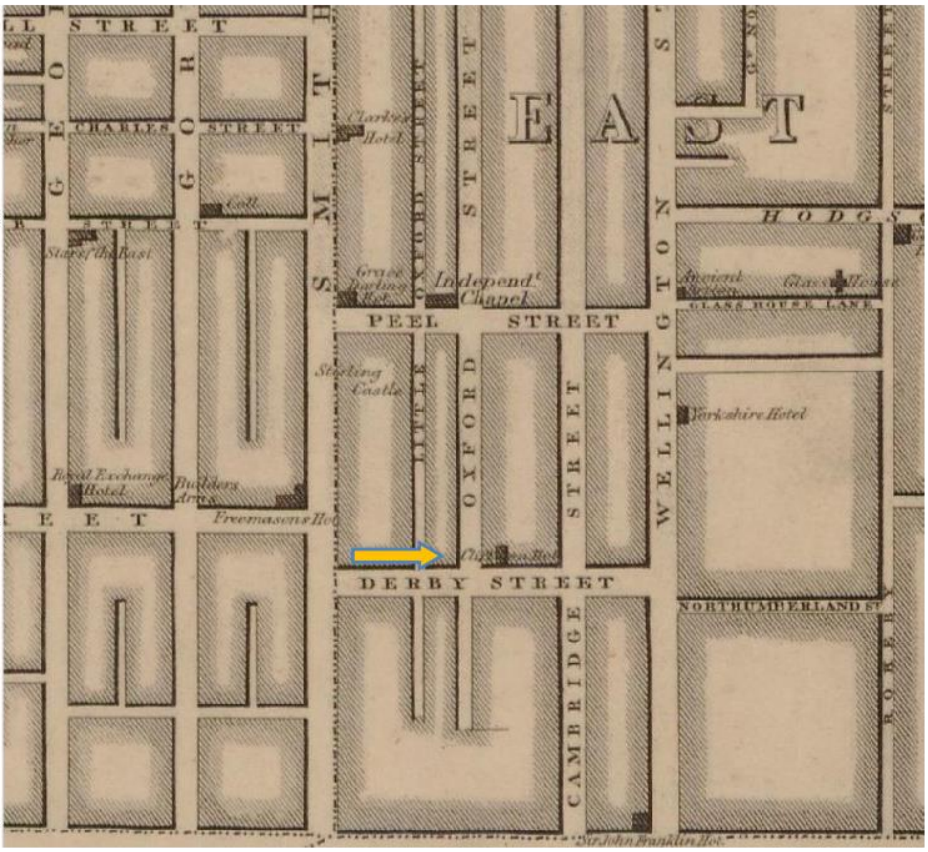


Figure 7 James Kearney. Melbourne and ts Suburbs. 1855.

The site of Nos. 18, 20 and 22 is arrowed.

Source: State Library of Victoria. Map Collection.

15. The Clifton Hotel, a stone building now demolished, is shown just east of Oxford Street. In the 1860s and part of the 1870s a Common school was located west of the hotel on the corner of Oxford Street.

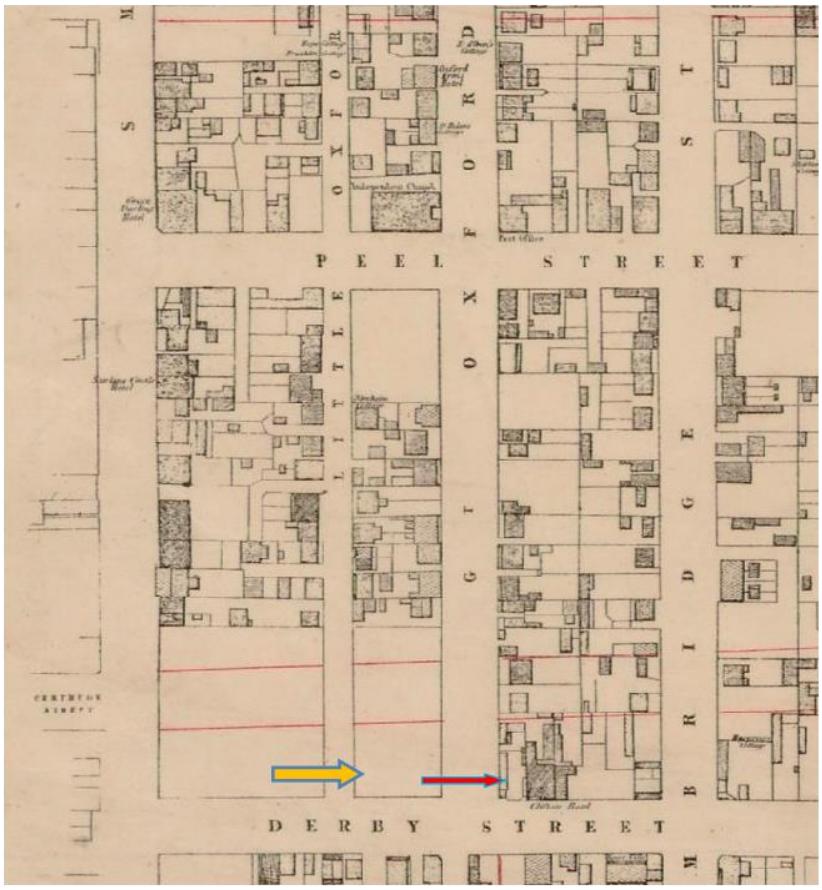


Figure 8 Clement Hodgkinson. Plan shewing the streets and buildings in existence in East Collingwood on January 1st 1858. (Scale 1 : 4000).

Source: State Library of Victoria. Map Collection.

16. The site of Nos. 10 – 22 Derby Street remain vacant (yellow arrow). Langridge Street had not yet been formed and the future alignment is indicated by parallel red lines. Note the Clifton Hotel and the form of the Common School building. (red arrow)

17. Kearney's and Hodgkinson's plans show that the land abutted by Smith, Derby, Little Oxford and Oxford Streets, generally south of the alignment of Gertrude Street, remained in largely undeveloped lots compared with land to the east and north and that the existing street alignment and names had been largely determined other than for Langridge Street. Gertrude Street came to a dead end at Smith Street, due to haphazard private development in Fitzroy, but the future location of Langridge Street is shown aligned just north of the Derby Street blocks. The dwellings are located on the infamous Collingwood Slope which amongst other things caused drainage and sewerage problems on the Collingwood Flat to the east.

18. The Collingwood *Rate Book* for 1864 shows that Derby Street was first developed with mostly wooden houses and shops, a stone hotel (the Derby, later the Clifton Hotel), a stone shop, a workshop and two or three plaster (stucco or render) houses.

19. The *Collingwood Conservation Study* notes *Viz.:*

> ... by 1853 the whole of the precinct was occupied with small cottages and shops spilling outside of the Melbourne Corporation area as a result of the building restrictions imposed by the Melbourne Building of 1849.[4]

20. Collingwood was experiencing a population boom and the *Study* goes on, *Viz.:*

> In 1849, the NSW legislature passed the Melbourne Building Act. It prohibited the construction of timber dwellings within the Melbourne City boundaries and by so doing served to encourage building activity in areas further afield. East Collingwood was one of these. "We cannot build fast enough with brick or stone," observed the *Argus*. "The only alternative appears to be the immediate erection of wooden buildings ... just outside the boundaries indicated by the Building Act."[5]

21. Nos. 10 – 22 Derby Street are the first and only buildings to have been constructed on their lots.

22. In 1868, the land comprising the eastern portion of the block between Little Oxford and Oxford Streets (Nos. 10 – 22 Derby Street) was owned by William Joseph Dale, and the western portion by John Stott. The *Rate Book* for 1868 indicates that Stott was the owner of two 4-room brick houses under construction.

23. By 1869, Dale had built two 4-roomed houses on the western part of his land while the eastern portion was still vacant. Stott retained ownership of Nos. 10-12 Derby Street until they were acquired by George Rushall in 1877. The ownership of Nos. 14-16 passed to Richard Aysh in 1874. Aysh, a mason, lived in No. 14 until 1892; the other three houses were occupied by tenants.

24. The Rate Book for 1870 shows that Dale still retained two lots of vacant land with a Nett Annual Value (NAV) of £10. In 1871 the vacant land closest to Oxford Street had been acquired by James Alfred Bower. At least one of Dale's houses appears to have been acquired by Charles Dimment. James Bower was a grocer who occupied a wooden (recorded once as stone) shop in Derby Street, east of Oxford Street and near, or next to, the Derby, later the Clifton, Hotel as early as 1863. By 1872 Bower is recorded as being the owner and occupier of a brick shop [on the corner of Oxford Street], with a NAV of £32. He also owned and occupied the brick house next door, now No. 20 Derby Street, which had a NAV of £22 and owned, but rented out, the next house (now No. 18 Derby Street) to Thomas Prebble, a secretary and also an accountant.

25. Certificate of Title Vol. 349, Fol. 69773 shows that the land was still held in a single parcel by Bower in 1870. It had a combined frontage of 50 feet (15.8 metres) i.e. the equivalent of the three existing blocks. It also records a transfer but Certificate of Title Vol. 7240, Fol. 1447904 shows that the land now comprising Nos. 18, 20 and 22 Derby Street was still held in one parcel in 1948 by Adelaide Rita Dorothy Laurie, of 452 Glenferrie Road, Kooyong, married woman. Subsequently an application(s) was made to convert the old titles to Torrens titles and the existing three parcels of land were purchased by the occupants. The *Rate Book* for 1900 shows three brick houses owned by the Trustees Executors Agency Co. indicating that James Bower had died. Mrs Bower still lived at No. 22 Derby Street, then numbered No. 18.

26. The land, now No. 18 Derby Street, was transferred on 8 October, 1962 with the proprietor becoming Alexander Ferdinand Jarv, a brick burner, then residing at No. 18 Derby Street. (Certificate of Title, Vol. 8408, Fol. 842)

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4 Andrew C Ward & Associates. Op. cit. Vol. 1, p. 145.

5 Ibid. Vol. 1, p. 43.

27. The land, now No. 20 Derby Street, was transferred on 3 May, 1991 with the proprietor becoming Loukas Diakoloukas on 1 September, 1989. He was also then residing at No. 20 Derby Street. (Certificate of Title, Vol. 10019, Fol. 926).

28. The land, now No. 22 Derby Street, was transferred on 26 February, 1960 with the proprietor becoming Angelo Apollonio, a mechanic, then residing at No. 22 Derby Street. (Certificate of Title, Vol. 8259, Fol. 165)

29. The lots did not extend to Langridge Street as they do presently – they were separated from lots at the rear by a fence. Originally they all had rear verandahs, pitched yards containing closets and bathrooms. They now all have various rear additions and vehicle access from Langridge Street. No. 22 Derby Street is shown as having a cellar.

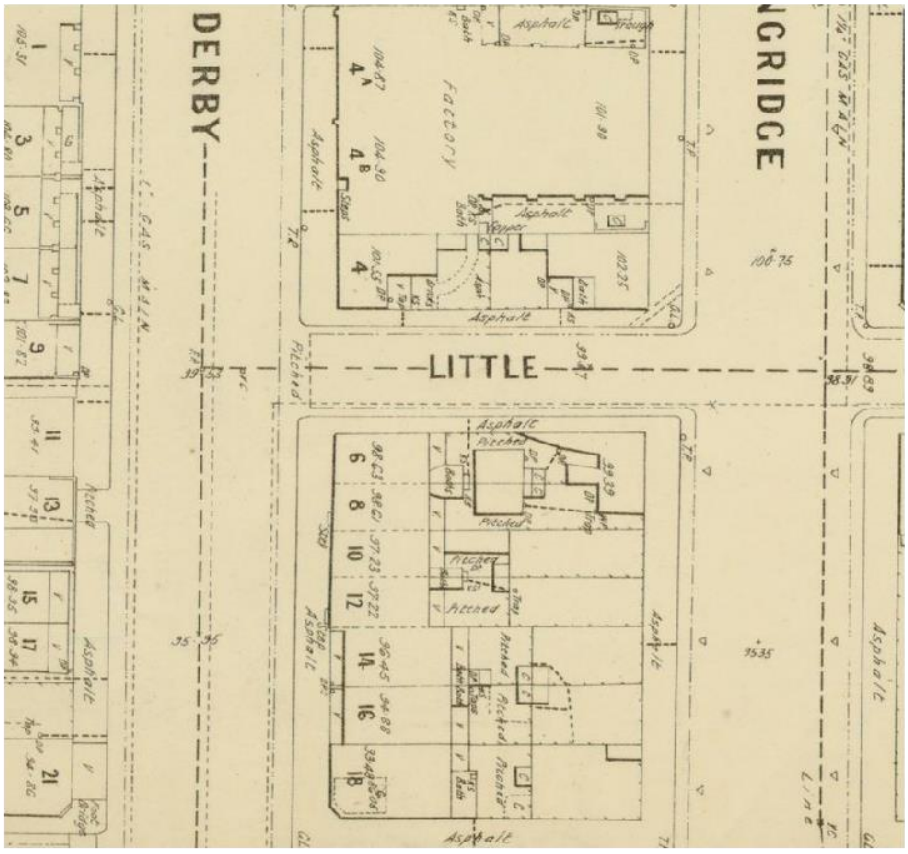


Figure 9 *Melbourne and Metropolitan Board of Works. City of Collingwood. Detail Plan No. 1208. 1899. Scale: 40' : 1" (1 : 480).*
Nos. 18, 20 and 22 Derby Street are numbered 14, 16, 18 on this plan. Nos. 10, 12, 14 and 16 are numbered 6, 8, 10 and 12.

Source: State Library of Victoria. Map Collection.



Figure 10 The Collingwood Slope c.1886.

Source: Yarra Libraries.

30. The caption in *Remembering Melbourne 1850 - 1960* published by the Royal Historical Society of Victoria states that the photograph was taken from Johnston Street. St Joseph's Church is in the background to the right. This photograph gives an idea of what Derby Street would have been like in James Bower's time – timber cottages, single and double-storey masonry dwellings and local shops all existing cheek-by-jowl.

4.0 Nos. 10, 12, 14 and 16 Derby Street



Figure 11 Nos. 10 – 16 Derby Street, Collingwood.

31. This information is contained in the existing citation and has been augmented as necessary.

Description

32. The terrace at 10-16 Derby Street, Collingwood, comprises four two storey attached bi-chromatic brick dwellings arranged as mirror-image pairs. The walls are of face brown brick, with cream brick dressings. Cream brick quoining at the buildings' corners, and between each dwelling combines with similar quoined window dressings to accentuate the unusual proportions, particularly of the ground floor facades, which are dominated by the large, off-centre openings. At ground floor level, each dwelling has a four-panel timber door with a multi-light highlight above and a single window opening to one side, whilst at first floor level there are two window openings. They originally contained typical timber-framed double-hung sash windows which have been removed at Nos. 14 and 16 Derby Street, evidently since the citation was updated in 2008. The sills are bluestone. The group did not have verandahs or balconies originally. The corrugated steel roof is concealed behind an unpainted rendered parapet which has a simple cornice and is decorated with urns, only one of which remains. The roof is penetrated by bi-chromatic brick chimneys with unpainted rendered caps.

Integrity

33. There is a high degree of intactness with no obvious alterations being apparent other than for the loss of the window joinery to Nos. 14 and 16 Derby Street and which could be reinstated easily.

5.0 18 Derby Street, Collingwood



Figure 12 No. 18 Derby Street, Collingwood. June, 2018.

Description

34. No. 18 Derby Street forms a pair with No. 20 as indicated by the curved and continuously moulded parapet. It is a double-storey rendered dwelling, with ruled ashlar, on a bluestone plinth, with a symmetrically-placed, pair of timber-framed, double-hung sash windows, surrounded by moulded rendered architraves, at the upper level. At the ground level is a centrally-located single typical Victorian window, with staff bead mouldings, a bluestone sill, and a four-panel timber door, with a highlight, to the west side. The staff bead is indicative of a date of 1860-70s. The verandah comprises a timber-framed corrugated steel roof and a cast iron valence set between end wing walls and supported on moulded consoles and with a pool fence balustrade and concrete tile paving. It appears to be a replacement for what was probably a timber-framed verandah. The main hipped roof is clad in corrugated steel and is penetrated by a rendered chimney with a moulded cap on the east side. From Langridge Street the rear upper level is visible and contains a single typical Victorian sash window opening.

Integrity

35. There is a high degree of intactness with no obvious alterations being apparent other than for the non-original verandah and balustrade and original door highlight which could be reconstructed easily.

6.0 20 Derby Street, Collingwood



Figure 13 No. 20 Derby Street, Collingwood. June, 2018.

Description

36. No. 20 Derby Street forms a pair with No. 18 as indicated by the curved and continuously moulded parapet. It is a double-storey rendered dwelling, with ruled ashlar, on a bluestone plinth. At the upper level is a symmetrically-placed, pair of typical vertically-oriented Victorian windows, surrounded by moulded rendered architraves and supported on small consoles on the east side only. The timber-framed sashes are lacking. At the ground level is a centrally-located typical Victorian window opening, with staff bead mouldings and a bluestone sill, and a non-original timber door to the east side. The staff bead is indicative of a date of 1860-70s. The verandah is lacking but the rendered string course indicates the location of its roof. It appears that the original verandah was timber-framed. A pair of terracotta waffle vent covers has been inserted into the façade. The main hipped roof is clad in corrugated steel and is penetrated by a rendered chimney with a moulded cap on the east side. From Langridge Street the rear upper level is visible and contains a single typical Victorian sash window opening.

Integrity

37. The building has a high degree of intactness with no obvious alterations being apparent. The timber-framed window sashes, presumed original timber four-panel door, and verandah are lacking but this does not diminish the heritage value of this building. These elements are those which typically have been altered and they could be reinstated easily.

7.0 22 Derby Street, Collingwood



Figure 14 No. 22 Derby Street, Collingwood. June, 2018.

Description

38. No. 22 Derby Street appears to form a group with Nos. 18 and 20 as indicated by the continuously moulded parapet. It is a double-storey rendered building, with ruled ashlar, on a bluestone plinth, with a splayed corner. It was a grocer's shop with a separate integral residence. A cellar is indicated on the MMBW plan in the south-east corner.

39. At the upper level are symmetrically-placed, typical vertically-oriented Victorian windows, surrounded by moulded rendered architraves and supported on small consoles. There are two on the Derby Street (south) elevation and three on the Oxford Street (east) elevation) on the east side only. At the ground level there is a pair of windows on the Derby Street elevation which appear to be an alteration which infilled the original larger shop window as indicated by the sill. On the Oxford Street elevation there is evidence of a similar infilling of a larger shop window and which is clearly indicated by the deliberately exposed timber lintol. On this elevation also is a single recessed door, slightly narrowed but with evidence of a staff bead moulding, and a single window which presumably were for the residential area. The staff bead is indicative of a date of 1860-70s. The door recess has a wrought iron security gate which incorporates "Circa 1872, Derby House". All the timber-framed sashes have been replaced with plain glass sashes as has occurred at Nos. 14 and 16 Derby Street. In the splayed corner is an infilled window opening at the upper level which probably was originally a blind window, possibly for advertising, and a door opening below. The fixed flush panel door and the multi-light highlight window above are not original. Vent covers have been inserted in the door panel at the bottom possibly to vent the cellar. The corner is surmounted by a small triangular pediment supported by moulded consoles on each side. No street verandah is indicated on the MMBW plan and there is no physical evidence of one. The main hipped roof is clad in corrugated steel and there is a chimney at the rear visible from Langridge Street. From Langridge Street the rear upper level is visible and contains a pair of single typical Victorian sash window openings, one being slightly altered. The single storey section at the rear is an addition.

Integrity

40. The building has a high degree of intactness despite alterations to convert it from a shop to a residence. Even so this it is still readily recognizable as having been a shop. The exposed timber lintol is of interest. The timber-framed window sashes, presumed original timber four-panel and/or part-glazed door are lacking but none of these changes diminish the heritage value of this building. There is clear evidence of the dimensions of the shop windows, if not the fenestration details, and the timber-framed sashes are elements which typically have been altered. All of these could be reversed easily.

6.0 Comparison with other buildings in Heritage Overlays in Derby Street and Cambridge Street

41. Derby Street contains individual and groups of Victorian dwellings and shops interspersed by twentieth century buildings which are mostly factories and warehouses which replaced some of the distinctive buildings such as the Common School. Despite this its Victorian origins are evident. A study of the architectural detailing together with the pattern of development revealed by the *Rate Books*, indicates that many of the masonry buildings had been developed by the late 1860s and during the 1870s. The buildings of this era are all comparable to each other. Some have had alterations which minor and/or are reversible.

42. Collingwood, as compared with Fitzroy was not subject to the *Melbourne Building Act* and consequently wooden buildings proliferated compared with masonry in Fitzroy from the outset. There were numerous wooden houses and at least one wooden shop in the 1860s in Derby Street but only one original timber dwelling remains (No. 2 Derby Street). There are face brick and rendered shops and dwellings, some with balustraded parapets, some with mouldings. Some dwellings have arcaded verandahs and corner commercial, buildings have splayed corners and modest pediments – that at No. 45 Derby Street (south-west corner of Cambridge Street)

has a small half-round pediment bearing the date A.D. 1889. On the opposite (south-east) corner No. 62A Cambridge Street has a similarly-shaped brick pediment. Nos. 18, 20 and 22 Derby Street fit in to the precinct comfortably in terms of the pattern and era of development, architectural characteristics and general history of dwellings and local shops. There is also a degree of continuity of this type of development from the south end of Cambridge Street and then continuing west up Derby Street to Smith Street. In relation to Nos. 10 – 22 Derby Street, the comment in the Collingwood *Conservation Study Review May 1995* that Nos. 10 – 16 Derby Street "Forms a visual unit with adjoining Nos 18-20" is well-founded and illustrated below.



Figure 15 *Nos. 10 - 16 Derby Street, Collingwood and Nos. 18 – 22 Derby Street to the right in the background. HO 102. June, 2018.*



Figure 16 *The terrace, Nos. 3 -7 and No. 1 (Derby House) Derby Street, Collingwood, diagonally opposite Nos. 18 – 22 Derby Street. HO 100 and HO 198. June, 2018.*

43. The existing citations in the *Victorian Heritage Database* for Nos. 1- 7 Derby Street indicate that "In 1874, Henry Adamson, plasterer, owned land here and occupied a brick house listed in the Rate Books as 'off Derby Street. No. 1, and the adjoining terrace at Nos. 3-7, were under construction in 1876". This is contemporaneous with, but slightly later than, James Bower's buildings. The Statement of Significance for No. 1 Derby Street, and similarly Nos. 3 – 7 Derby Street, state, *Viz.:*

> The house at 1 Derby Street is of local architectural significance. It is an unusual example of a double-fronted, arcaded terrace-style house, which forms a visual unit with the similarly-styled terrace at Nos. 3-7. As a group these buildings are an important heritage element in an area of Collingwood which has been substantially eroded by later development.

44. One reason for the substantial erosion was the lack of Urban Conservation Controls early on in Collingwood as compared with Fitzroy. The groupings and individual surviving buildings are a significant characteristic of Derby Street today. They demonstrate what Derby Street was like in the 1860s and 1870s when there was a period of change from wooden to masonry construction.



Figure 17 No. 33 Derby Street, Collingwood opposite Nos. 18 – 22 Derby Street. No. 33 Derby Street, is proposed to be included in HO 336, the Victoria Parade Precinct. June, 2018.



Figure 18 *Nos. 45 - 39 Derby Street, Collingwood, east of Nos. 18 – 22 Derby Street. Nos. 45 - 39 Derby Street, are proposed to be included in HO 336, the Victoria Parade Precinct. June, 2018.*

45. Historically, architecturally and physically these buildings provide a link between Cambridge and Derby Streets. They demonstrate the pattern of development of Derby Street as containing dwellings and some shops.

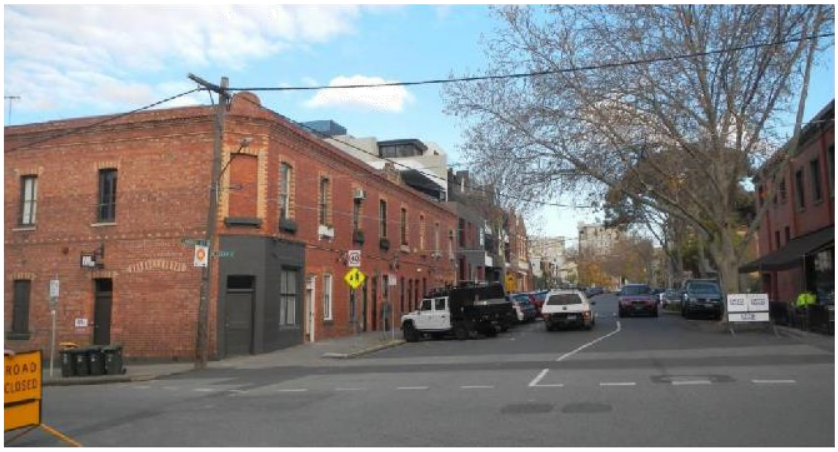


Figure 19 *The Derby Street end of Cambridge Street, Collingwood, which are included in HO 336, the Victoria Parade Precinct. June, 2018.*

46. In general form these buildings are similar to those in Derby Street. Historically and architecturally they link the buildings in both Cambridge and Derby Streets.



Figure 20 No. 2 Derby Street, Collingwood. HO 99. June, 2018.

47. This timber cottage is the last remaining wood building in Derby Street. It was in poor condition but has been refurbished recently. It appears to have been constructed c.1868, about the same time as Nos. 10 – 22 Derby Street and was occupied for decades by Peter Cooper, a carpenter and later retired as a gentleman. Collectively these buildings demonstrate an important part of the history and appearance of Derby Street at its formative time.



Figure 21 No. 8 Derby Street, Collingwood. HO 101. VHD citation.

48. According to the existing citation in the *Victorian Heritage Database* for the Johnston house at No. 8 Derby Street "John Johnston owned vacant land on this site by 1870 and the following year built this brick house. At least until 1892, he remained owner with tenants occupying the house." The Statement of Significance reads *Viz.:*

> The house at 8 Derby Street, Collingwood, is of local architectural significance. It is a remarkably unadorned and, for a two-storey dwelling, unusually proportioned, Victorian house. Its form is clearly visible from Little Oxford Street, to its immediate east. The house contrasts with the far more substantial houses at 1-7 Derby Street, opposite.

8.0 Recommendation

49. The buildings at Nos. 18, 20 and 22 Derby Street are substantially intact to their mid-Victorian period of construction and compare directly with similar 'contributory' buildings contained within the Schedule to the Heritage Overlay insofar as it relates to Derby Street:

    HO 98, 1 Derby Street Collingwood. Adamson house, later Derby House 100805 Individually significant 1876 Derby House

    HO 99, 2 Derby Street Collingwood. House 100925 Individually significant 1875

    HO 100, 3-7 Derby Street Collingwood. Terrace

    HO 101, 10-16 Derby Street Collingwood. Terrace

    HO 102, 8 Derby Street Collingwood. House

50. Given the common and linked history of Nos. 10 – 16 Derby Street and Nos. 18 – 22 Derby Street, the recognition of the Collingwood Slope as a historic precinct in 1989 and the subsequent recognition in 1995 that Nos. 10 – 16 Derby Street form "a visual unit with adjoining Nos 18-20" it is appropriate to include them in the same precinct i.e. Heritage Overlay Precinct HO 102, the 'Nos. 10-22 Derby Street Collingwood' precinct. External paint controls exist presently for HO 102 and they should be extended to all of the properties.

51. Appendix 8 should be updated as follows under HO102 Nos. 10 – 22 Derby Street, Collingwood:

    HO102 Derby Street 10-12 Collingwood Terrace, part 100910 Individually significant 1868-1869

    HO102 Derby Street 14-16 Collingwood Terrace, part 100905 Individually significant 1868-1869

    HO102 Derby Street 18 Collingwood Terrace, part 100900 Contributory 1872

    HO102 Derby Street 20 Collingwood Terrace, part 100895 Contributory 1872

    HO102 Derby Street 22 Collingwood former shop 100890 Contributory 1872

9.0 Statement of Significance (Revised)

52. This Statement of Significance contains information in the existing citation for No. 10 – 16 Derby Street and has been augmented as necessary.

    What is significant?

    The two pairs of double-storey attached bi-chromatic brick dwellings at Nos. 10 – 12 and 14 - 16 Derby Street, Collingwood, the two double-storey rendered brick dwellings at Nos. 18 – 20 Derby Street and the double-storey rendered brick former grocer's corner shop at No. 22 Derby Street.

    The terrace comprising Nos. 10-16 Derby Street, Collingwood is a bichromatic residential terrace, with cream brick quoining at the corners and around window and door openings forming a contrasting pattern with the dark brown face brick of the wall. They retain their bi-chromatic brick chimneys with unpainted rendered caps.

    No. 18 Derby Street forms a pair with No. 20 as indicated by the curved and continuously moulded parapet. They are double-storey rendered dwellings, with ruled ashlar, on a bluestone plinth, with symmetrically-placed window and door openings with staff bead mouldings and bluestone sills.

How is it significant?

Nos. 10 – 12, 14 – 16, 18 – 20 and 22 Derby Street, Collingwood are of architectural and historical; significance to the City of Yarra.

Why is it significant?

The dwellings comprising Nos. 10-16 Derby Street, Collingwood, are of individual local architectural significance as an unusual, austere bichromatic face brick residential terrace notable for its simple but uncommon and distinctive brickwork patterning.

The dwellings comprising Nos. 18 - 20 Derby Street, Collingwood and the former shop at No. 22 Derby Street, together with Nos. 10-16 Derby Street, Collingwood are of local architectural significance as being demonstrative evidence of how the second wave of development changed and improved Derby Street from a street comprised predominantly of wooden shops and dwellings to one where masonry predominated, despite not being subject to the *Melbourne Building Act* of 1849.

Collectively, they are of local historical significance as dating from 1868 - 69 (Nos. 10 – 16 Derby Street) and 1872 (Nos. 18 – 20 Derby Street). They demonstrate the pattern of development as the larger Crown Portions originally purchased by speculators progressively became subdivided and purchased by local people to construct buildings, in this case dwellings and a shop, for daily use and which typified the development of the suburbs and Derby Street. All of these buildings are the first buildings to have been constructed on these sites. As such they are valuable historical evidence of the aspirations of Collingwood's early citizens and the pattern of development which ensued.

Individually and as a group all the buildings have a high level of integrity and intactness and where missing, elements can be appropriately and straightforwardly reinstated. This does not diminish the heritage value of these buildings.

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Memorandum of Advice

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

Prepared for: City of Yarra — Final v1.0

Date: 13 June 2018 — **File:** 2017-004

1. Introduction

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

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

The extent of HO336 is as follows:



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

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

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

2. Methodology

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

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

3. 33-45 Derby Street, Collingwood



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



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

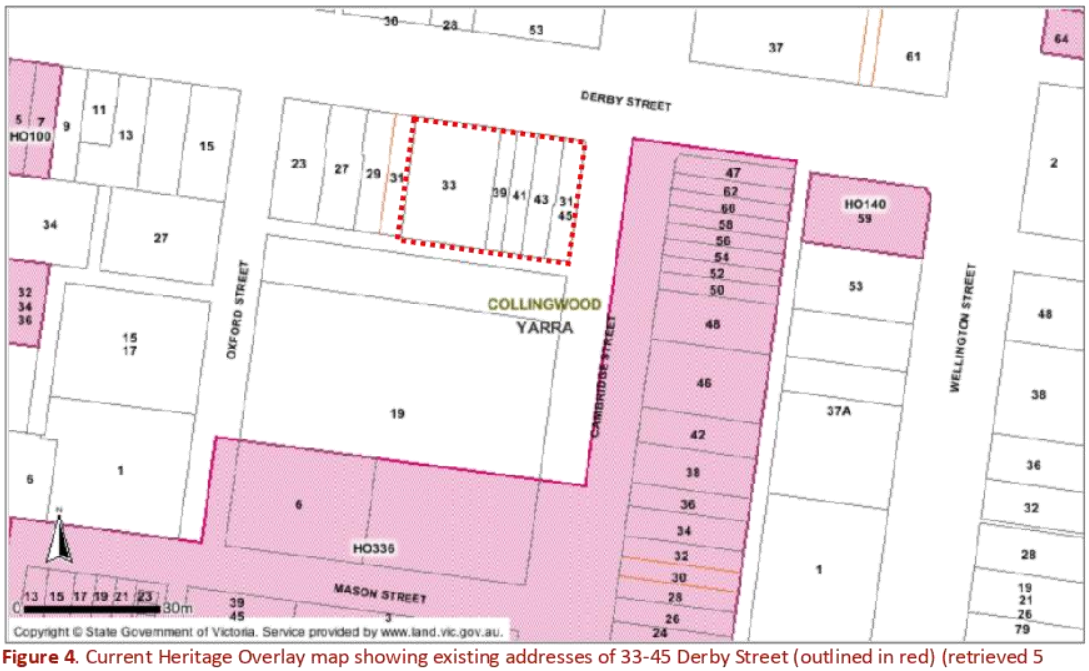


Figure 4. Current Heritage Overlay map showing existing addresses of 33-45 Derby Street (outlined in red) (retrieved 5 June 2018)

3.1 History

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

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

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

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

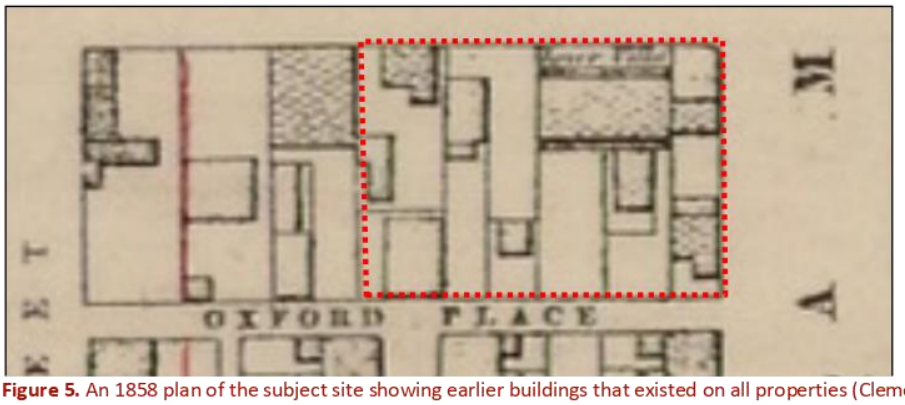


Figure 5. An 1858 plan of the subject site showing earlier buildings that existed on all properties (Clement Hodgkinson, 1858, 'Plan shewing the streets and buildings in existence in East Collingwood on January 1st 1858').

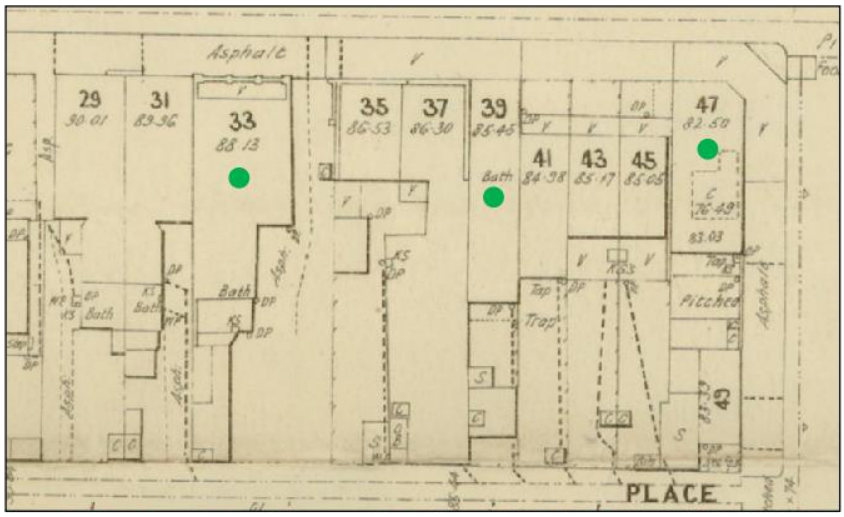


Figure 6. The subject site in 1899 – green dots indicate that the building remains in 2018 (MMBW Detail Plan 1208, dated 1899).

3.2 Description

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

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

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

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



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

39 Derby Street

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



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

41-43 Derby Street

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



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

45 Derby Street

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



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

3.3 Integrity

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

3.4 Comparison with other buildings in the Victoria Parade Precinct

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

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

The elements considered to contribute to the precinct include:

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

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

Contributory elements also include:

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

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

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

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



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



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



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



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

4. Recommendation

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

It is therefore recommended that:

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

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

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



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

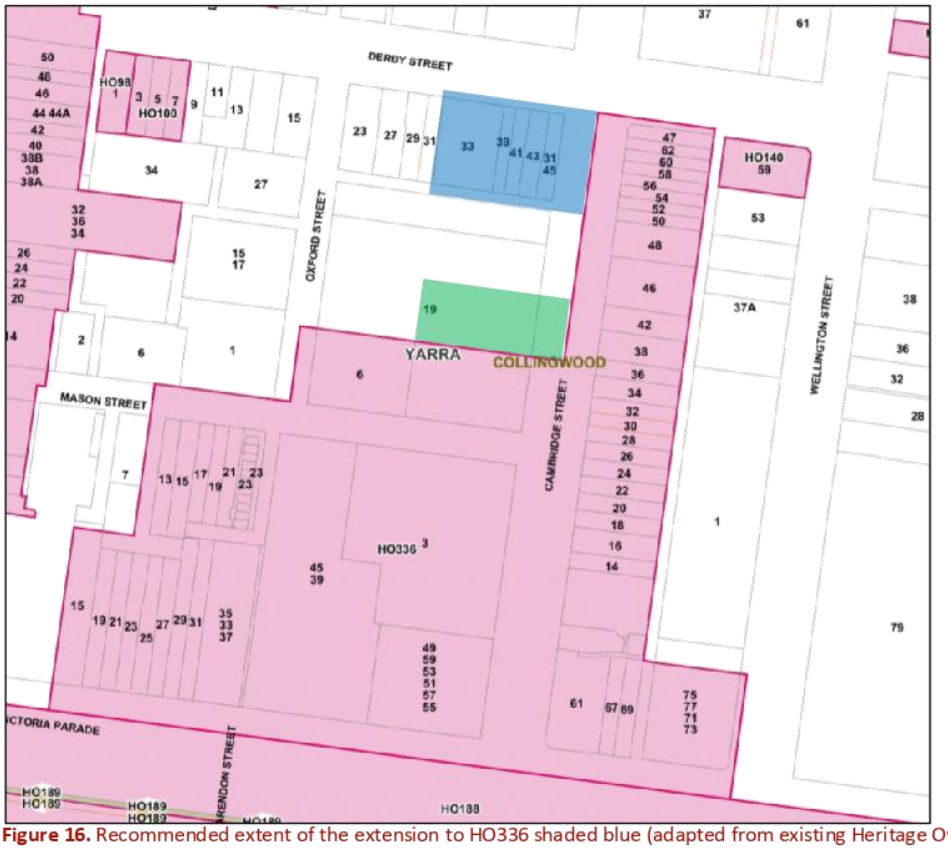


Figure 16. Recommended extent of the extension to HO336 shaded blue (adapted from existing Heritage Overlay map).

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

References

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

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

Sands & McDougall Directories (S&Mc)

Appendix A: Statement of Significance for HO336

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

What is significant?

Early development

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

1880s-1890s development

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

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

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

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

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

Transport

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

Main development era

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

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

Contributory elements

[1] Graeme Butler and Associates (2007), *City of Yarra Review of Heritage Overlay Areas*, 161-163.

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

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

Contributory elements also include:

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

How is it significant?

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

Why is it significant

The Victoria Parade Heritage Overlay Area is significant:

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

Attachment 11 - Attachment 11 - Yarra C245 - Heritage Citation QP, FN, John Patrick Landscape Architects Pty. Ltd. (2018)

Heritage Overlay Study

QUEENS PARADE, FITZROY NORTH

November 2018

Revised 7 November 2018

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Attachment 11 - Attachment 11 - Yarra C245 - Heritage Citation QP, FN, John Patrick Landscape Architects Pty. Ltd. (2018)

John Patrick Architects Pty. Ltd. has been commissioned by Yarra City Council to provide advice regarding an apparent anomaly in the application of Heritage Overlay HO93 of the Yarra Planning Scheme.

Schedule to Clause 43.01 Heritage Overlay (HO93) of the Yarra Planning Scheme indicates that the Heritage Place to which this overlay applies is Queens Parade, between Alexandra Parade and Delbridge Street, Clifton Hill/Fitzroy North, Street trees.

The City of Yarra Heritage Review Landscape Citation (1998) provides a description of the Heritage Place including Remnant Fabric, both vegetation and man-made. This citation is attached as an Appendix to this report. A revised Citation is provided within this report.

Description and Condition of Existing Remnant Fabric of the Heritage Place

Assessment of the existing condition of the elements specified in the Landscape Citation; a double avenue of London Plane and Dutch Elm street trees, uncut basalt rocks bordering the dividing median and comprising the outer curb, and the basalt pitcher lined drainage channel of Queens Parade between Alexandra Parade and Delbridge Street, Fitzroy North was undertaken on 30 October & 31 October 2018.

Remnant Fabric – Vegetation

Remnant fabric vegetation consists of a double avenue, predominantly of London Plane (*Platanus* × *acerifolia*) within the medians between the central traffic lanes and the service lanes, and Elms (*Ulmus* sp.) between the outer curb and footpaths. It was noted that of the older avenue Elms both Dutch Elm (*Ulmus* × *hollandica*) and English Elm (*Ulmus procera*) are present. A portion of the street tree planting which deviates from this general arrangement is present at the south eastern end of the study area, between Wellington and Smith Streets, where London Planes (or Turkey Oak replacements) comprise both the median and curb rows of trees.

Regarding the Elm component of the avenue, generally appropriate infill and succession planting with English Elm (*Ulmus procera*) has been undertaken, with the majority of potential infill/succession planting locations utilised. This approach is considered appropriate conservation of the remnant fabric of the Elm component. Several instances of the inappropriate tree taxon Desert Ash (*Fraxinus angustifolia* ssp. *angustifolia*) were noted, as indicated on the attached Remnant Fabric (Vegetation) Plan HS-01.

The majority of both the mature and developing Elms were assessed as being in fair to good condition, however a portion the Elm component of the avenue on the southern side of Queens Parade between Smith and George Streets was noted as exhibiting indications of stress or decline.

Recommended remediation measures are provided in this report, below. An Elm specimen within the nature strip in front of 240 Queens Parade is in very poor condition (Figure 5). Removal and replacement with English Elm (*U. procera*) is recommended.

Successive replacement of the London Plane component of the avenue tree planting is being undertaken with Turkey Oak (*Quercus cerris*) as the replacement taxon. This strategy alters the detail of the heritage fabric, however Turkey Oak is considered an appropriate taxon for the location, as it is tolerant of site conditions and consistent with a double avenue tree planting of heritage significance.

London Plane specimens were generally observed as in fair to good condition, however a portion of the London Plane planting, between Grant and Delbridge Streets were noted as stunted due to site conditions, and a likely sub-optimal soil conditions (Figure 6). It is likely that the roots of these trees are unable to effectively extend through compacted road base, resulting in reduced access to water and nutrients.

In addition, instances of decay in previous pruning wounds on London Planes were noted. Such decay has led to cavities and a reduced useful life expectancy.

In several locations within the medians between the central traffic lanes damage to the median borders was noted, resulting from root growth of the adjacent London Planes. Such damage is likely to progress and affect further areas as these trees mature, particularly as roots of this robust taxon are aggressive.

Selection of Turkey Oak as the replacement for London Plane is likely to address the issue of incompatibility between conservation of vegetation and man-made remnant heritage fabric.

While the condition of the avenue trees was generally observed as fair to good, continued arboricultural maintenance is required to conserve this element of the remnant heritage fabric. Further details are provided below in relation to recommended conservation measures.



Figure 1: The Elm component of the avenue tree planting is being appropriately conserved by infill/succession planting with English Elm.



Figure 2: The London Plane portion of the avenue is generally located within the medians between the central traffic and service lanes, with the Elm portion to the outer curbs.



Figure 3: Turkey Oak succession planting for London Plane is being undertaken. This strategy is considered appropriate as conservation of the street tree element of heritage significance.



Figure 4: Elms within a portion of the avenue are exhibiting signs of stress and require remediation.



Figure 5: An Elm in front of 240 Queens Parade is in poor condition. Removal and replacement is recommended.



Figure 6: A row of London Plane within the median between Grant and Delbridge Streets are stunted due to soil conditions.



Figure 7: Damage to the median border caused by roots of the London Plane.

Remnant Fabric – Man Made

Median Border Treatments

Queens Parade, Fitzroy North consists of central traffic lanes, divided by relatively narrow, concrete curbed central medians, and service lanes on each side separated from the central traffic lanes by more substantial medians.

Generally, the medians separating the central traffic lanes and service lanes in the southern portion of Queens Parade are bordered by uncut basalt blocks, forming a prominent and decorative feature (Figure 8), as mentioned in the Landscape Citation. These blocks are set into a concrete edge on the central traffic lane side, however no visible concrete base is present toward the service lanes. Some of the uncut basalt blocks, particularly to the central lanes and crossovers, are painted white, presumably to improve visibility. The majority of the uncut block borders remain remarkably intact with only a few areas of missing or loose blocks.

In addition to the uncut block treatment (designated Type B), three variations on the median border were observed within Queens Parade between Alexandra Parade and Delbridge Street to the north. A small area of inconsistent median border was noted in the westernmost median, adjacent to Alexandra Parade. This border consists of the characteristic uncut basalt blocks to the central

traffic lanes, however to the service lanes the border is of standard cut basalt blocks (designated Type A treatment, shown in Figure 11).

Between Grant and Delbridge Streets on the western side of Queens Parade, north-east of a bluestone retaining wall, the median border to all sides is comprised of smaller cut basalt blocks (25cm L x 23cm W x 25cm H). The drainage channel, on the central traffic lane side is of three rows of bluestone pitchers. This median border and drainage channel character is designated Type C.

The median dividing the central traffic lanes in each direction is bordered with concrete (Type D).

The location and type of median border treatments is shown on the attached Remnant Fabric (Man Made) Plan, HS-02.



Figure 8: Uncut basalt blocks form a prominent and decorative border to the medians. This remnant fabric is remarkably intact.



Figure 9: Median immediately north of Jamieson Street. A portion of the row of uncut basalt blocks toward the central traffic lanes is absent in two locations, apparently associated with tree planting. The concrete base toward the central lanes is visible at left of frame.



Figure 10: Median between Alexandra Parade and Napier Street. View of missing uncut basalt blocks and basalt pitcher drainage channel.



Figure 11: Westernmost median adjacent to the Alexandra Parade intersection. Uncut basalt blocks remain relatively intact to the central traffic lanes, with the border to the service lane comprised of standard cut basalt blocks.

Curb and Drainage Channel Treatments

Inconsistency in the outer curb and drainage channel treatments was also noted along the length of Queens Parade within the study area, with eight types of curb and channel noted. These are shown on the attached Remnant Fabric (Man Made) Plan.

Curb and associated drainage channel types observed are as follows;

Type 1: Large, honed basalt block (1m L x 30cm W x 15cm H) curb. No formal drainage channel, asphalt to curb.

Type 2: Large, honed basalt block curb. Drainage channel one row of basalt pitchers.

Type 3: Large, honed basalt block curb. Drainage channel six rows of basalt pitchers.

Type 4: Large, honed basalt block curb. Drainage channel two rows of basalt pitchers with a narrow central row of pitchers.

Type 5: Large, honed basalt block curb. Majority of drainage channel one row of basalt pitchers next to curb and randomly sized and arranged basalt pitchers equivalent to an additional two rows.

Type 6: Small basalt block (30cm L x 10cm W x 10cm H) curb. Drainage channel three rows of basalt pitchers, some asphalted over.

Type 7: Square basalt block (20cm L x 10cm W x 15cm H) curb. Drainage channel one row of pitchers and randomly sized and arranged basalt pitchers equivalent to three rows.

Type 8: Rough cut basalt block (50cm L x 25cm W x 20cm H) curb. Drainage channel four rows of basalt pitchers.

It was noted that the drainage channel comprised of six rows of basalt pitchers (Type 3) continues across the intersection of Napier Street and Queens Parade service lane (Figure 19), terminating at Jamieson Street.



Figure 12: Type 2 curb and drainage channel.



Figure 13: Type 3 curb and drainage channel.



Figure 14: Type 4 curb and drainage channel.



Figure 15: Type 5 curb and drainage channel.



Figure 16: Type 6 curb and drainage channel.



Figure 17: Type 7 curb and drainage channel.



Figure 18: Type 8 curb and drainage channel.



Figure 19: Northern drainage channel configuration of six rows of basalt pitchers continues across the intersection of Napier Street and the Queens Parade service lane, terminating at the intersection with Jamieson Street.

Conservation of Remnant Fabric – Recommendations

Vegetation

Ongoing arboricultural assessment and maintenance of all avenue trees is recommended, including formative pruning of developing infill/succession trees. Removal of dead wood from mature Elms, in particular, is required, as is the removal and replacement of specimens in poor condition, of which several were noted. Decay within old pruning wounds on the London Planes should be monitored, and in cases where decay or cavities appear potentially extensive, further investigation using sonic tomography is recommended. All pruning must be carried out as per AS4373 *Pruning of amenity trees* by a suitably qualified and experienced arborist.

Elms in the portion of the avenue to the southern side of Queens Parade between Smith and George Streets were noted as exhibiting indications of stress or decline. Soil amelioration and deep watering of these trees is recommended to improve their appearance and extend their useful life.

In several instances, evidence of relatively recent trenching within the root zone, particularly of mature Elms, was observed. Such works constitute a serious threat the health and viability of these

trees of heritage significance. Excavation within the nature strip, which is the location of roots of these trees (for example to allow installation of services for new developments) is to be avoided to prevent impact to these trees.

An ongoing threat to the appearance and possibly, health of trees of the Elm portion of the avenue is the requirement for pruning for powerline clearance. In some locations it was noted that cabling has been converted from open LV to bundled cable. For these locations extensive clearance pruning is no longer required, with an associated reduction in the threat to these trees. Continued similar replacement of existing cabling would constitute a desirable heritage outcome.

A portion of the median London Plane planting, between Grant and Delbridge Streets were noted as stunted due to site conditions. Improvement to this section would require installation of new tree stock following excavation of the existing planting medium and replacement with a planting medium conducive to healthy root growth (for example structural soil). Should resources become available to allow this replacement it would be considered beneficial.

A further desirable heritage outcome would be replacement of the row of London Plane on the southern side of Queens Parade between Wellington and Smith Streets with Elms. The current arrangement of London Plane, or their replacement Turkey Oaks, in both the median and outer row is inconsistent with the remainder of the avenue.

It is noted that a comprehensive arboricultural assessment of Queens Parade avenue trees was undertaken in 2005 (report prepared by David Galway, Tree Dimensions February 2005). It is recommended that a similarly detailed assessment is undertaken to capture changes to avenue tree composition and condition since 2005. It is recommended that an updated arboricultural assessment report also include a detailed tree succession plan, indicating recommended taxa for specific locations and providing timing of replacements.

Man-made Fabric

The recommended approach regarding damage to significant median basalt borders by avenue tree roots is conservative management. Protection of the avenue trees is considered the primary priority. Damage to man-made fabric should be repaired to the extent possible without compromising avenue tree health. In some instances, damage to basalt elements repaired to an imperfect state is acceptable, with full restoration undertaken when the tree is eventually removed.

In instances where basalt blocks are missing, unrelated to damage caused by trees, replacement of blocks should be undertaken if suitable material is available. Loose blocks should also be reset.

All efforts should be made to retain existing curb and drainage channels, particularly those of Types 3, 4 and 5 which consist of large honed basalt curb and drainage channels comprised of several rows of basalt pitchers. If the opportunity arises, installation of a six row wide pitcher drainage channel to areas designated Type 1 and 2 would be a desirable heritage outcome. Replacement of inconsistent curb materials, such as in Types 6, 7 and 8 with large honed basalt blocks is also desirable.

Heritage Overlay Anomaly

Remnant heritage fabric intended to be protected by Heritage Overlay HO93 of the Yarra Planning Scheme extends from the southern edge (frontage) of neighbouring property boundaries on the northern side of Queens Parade service lanes to the northern site boundaries (frontage) of neighbouring properties on the southern side of Queens Parade service lanes, from the origin of Queens Parade at Alexandra Parade to the intersection of Queens Parade with Delbridge and Wellington Streets, North Fitzroy. The area between adjacent site frontages and the nature strips, ie. the location of footpaths, is included in the area intended to be protected as it is likely that roots of the outer row of avenue trees extend into this area.

The Heritage Overlay is intended to encompass the nature strips, the trees within them, the extent of the root zones of these trees, and the outer basalt curbs and drainage channels on both sides of Queens Parade (adjacent to the service lanes). The medians which divide the central traffic lanes from the service lanes are also intended to be encompassed, along with the uncut basalt rock borders and basalt pitcher drainage channels adjacent to these medians.

The current study confirms that Heritage Overlay HO93 of the Yarra Planning Scheme; *Queens Parade, between Alexandra Parade & Delbridge Street Clifton Hill/North Fitzroy, Street trees,* as indicated in Planning Maps Online (http://services.land.vic.gov.au/maps/pmo.jsp) and VicPlan (http://mapshare.maps.vic.gov.au/vicplan/) is currently incorrectly applied.

The current extent of HO93 excludes the northern Elm row of the avenue. Medians dividing the northern service lanes and central traffic lanes and their associated drainage channels are currently excluded, as is the southern portion of all medians dividing the southern service and central traffic lanes. Also excluded is the Elm portion of the tree avenue within the southern nature strips of Queens Parade (note that between Wellington and Smith Streets London Planes comprise this portion of the avenue).

Alteration of the area to which Heritage Overlay HO93 applies is recommended, to include all elements which the Overlay is intended to encompass, as described above and indicated in Figure 22, below. It is noted that part of the area to be encompassed by HO93 is currently shown as covered by adjacent Heritage Overlay HO327 of the Yarra Planning Scheme.



Figure 20: Heritage Overlay HO93 of the Yarra Planning Scheme as indicated on Planning Maps Online (http://services.land.vic.gov.au/maps/pmo.jsp)

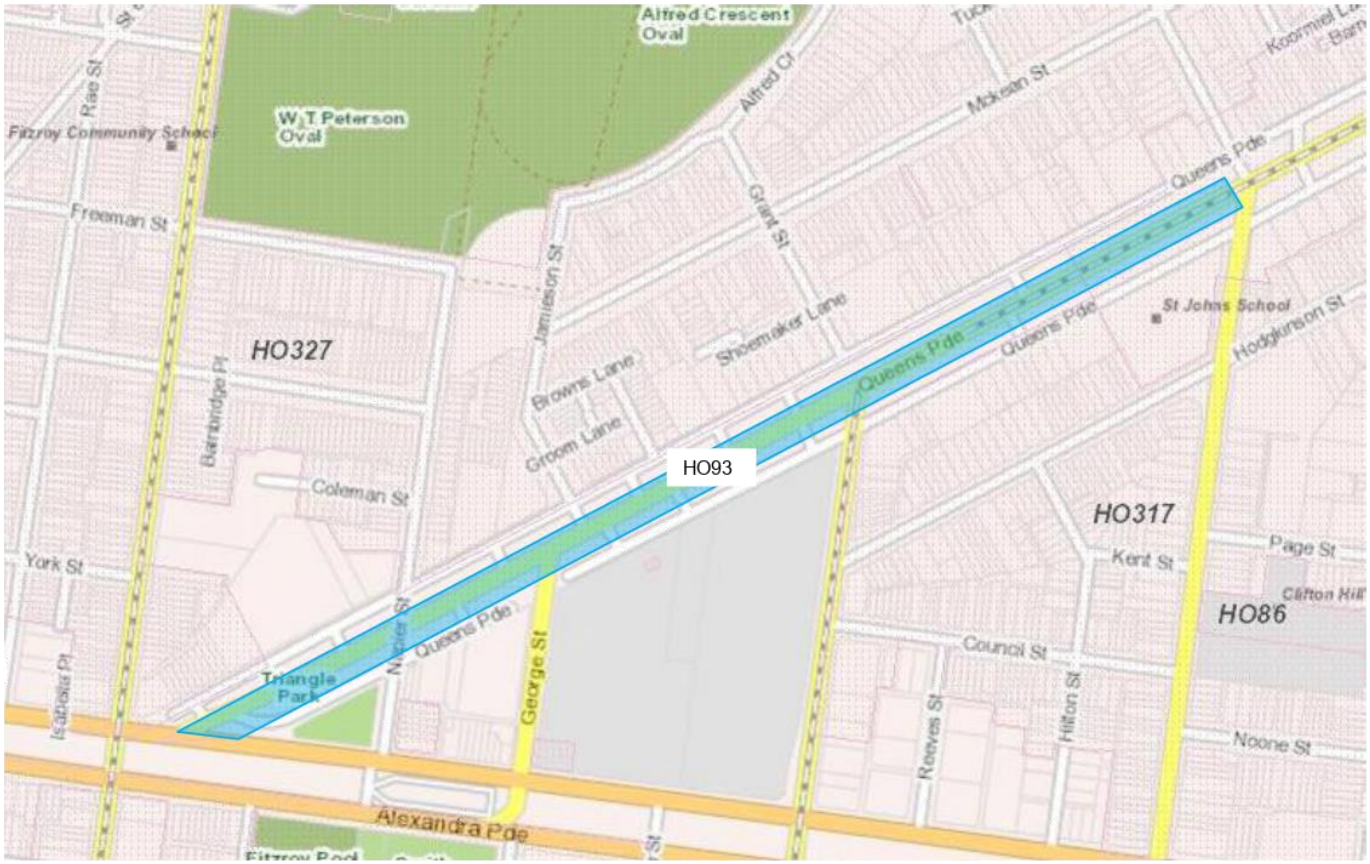


Figure 21: Heritage Overlay HO93 of the Yarra Planning Scheme as indicated on VicPlan (http://mapshare.maps.vic.gov.au/vicplan/)



Figure 22: Recommended extent of Heritage Overlay HO93 of the Yarra Planning Scheme.

Revised Landscape Citation

Confirmation of the landscape heritage values of the elements identified in the City of Yarra Heritage Review: Landscape Citation is beyond the scope of the current study, however changes in the composition and, in some instances, condition of the heritage fabric during the twenty years which have elapsed since preparation of the Landscape Citation in 1998 were identified. A revised Landscape Citation, reflecting these changes is provided below.

It is noted that while the remnant fabric (man made), ie. basalt block borders to medians, cut basalt block curbs and basalt pitcher-lined drainage channels, are described in the current Citation, these elements are not specifically identified as part of the Heritage Place in the Citation title. Remnant man made elements have been added to the Site statement of the Citation.

City of Yarra Heritage Review: Landscape Citation, Revised October 2018.

Site: Street Trees. Basalt curb, basalt lined drainage channel and median borders. **Significance**: B

Address: Queens Parade, between Alexandra Parade & Delbridge Street, Clifton Hill

Access: Unrestricted **Survey Date:** 30/10/2018

Description

The street trees along Queens Parade, between Alexandra Parade and Delbridge Street, are prominent street tree planting on a major arterial road. Basalt curb and drainage channel elements contribute to the presentation of the avenue tree planting. The uncut basalt rock median borders are a prominent, decorative feature.

Remnant Fabric (Man Made)

Queens Parade is divided into two sections: ~~a~~ central major traffic ~~flow~~ lanes, and narrow service lanes on each side of the road. The dividing medians are bordered with uncut basalt rocks which form a prominent and decorative feature. The outer curb is constructed of cut basalt blocks, and the drainage channel is lined with basalt pitchers.

Remnant Fabric (Vegetation)

The site features a double avenue of London Plane ~~Trees~~ (*Platanus* × *acerifolius*) and ~~Dutch~~ Elms, including Dutch Elm (*Ulmus* × *hollandica*) and English Elm (*U. procera*). The London Planes ~~Trees~~ are sited on the median separating the ~~main~~ central traffic lanes ~~flow~~ from the service lanes~~d~~, and

the Dutch and English Elms within the outer nature strips, ~~footpath median. Both rows of trees are mature and relatively intact. Each shows signs of severe lopping over their life span, from with they have recovered well, and some interplanting with inappropriate species has occurred, principally Desert Ash (*Fraxinus oxycarpa*)~~. Both the Elm and London Plane rows contain mature trees in generally fair to good condition, and semi-mature succession plantings. London Planes are being successively replaced with Turkey Oak. Taxon consistency is relatively intact, however several instances of the inappropriate Desert Ash (*Fraxinus angustifolia* ssp. *angustifolia*) are present in the Elm row.

Potential Threats

Removal of basalt rock edge on central median or basalt gutter and curbing on outer medians in favour of concrete. Removal of existing basalt drainage channel in favour of asphalt. Further introduction of inappropriate species, which erodes the heritage character and general impact of the double avenue. Unnecessary pruning due to aerial cabling. Excavation within the root zone of avenue trees. Alteration of the existing width and configuration of central traffic and service lanes.

Management Steps

Installation of Aerial Bundle Cables (ABCs) to minimise the need for pruning of trees, particularly on the northern side of Queens Parade. Preparation of ~~a detailed~~ an arboricultural maintenance and ~~replacement~~ tree succession policy for the avenue, ~~which would outline~~ detailing regular tree assessment and maintenance procedures ~~for the trees~~ to ensure ~~a long~~ maximal tree longevity and amenity provision, and to ensure that uniformity of the avenue is maintained. ~~life is attained. It should also outline appropriate measures for the replacement of senescent specimens with the same species to ensure the uniformity of the avenue is maintained.~~ The policy should outline strategies for the replacement of the Dutch Elms in the event of the Dutch Elm Disease (~~*Ceratocystis*~~ *Ophiostoma ulmi*) becoming established in Australia. These should be included within an overall tree management policy for significant trees within the City of Yarra.

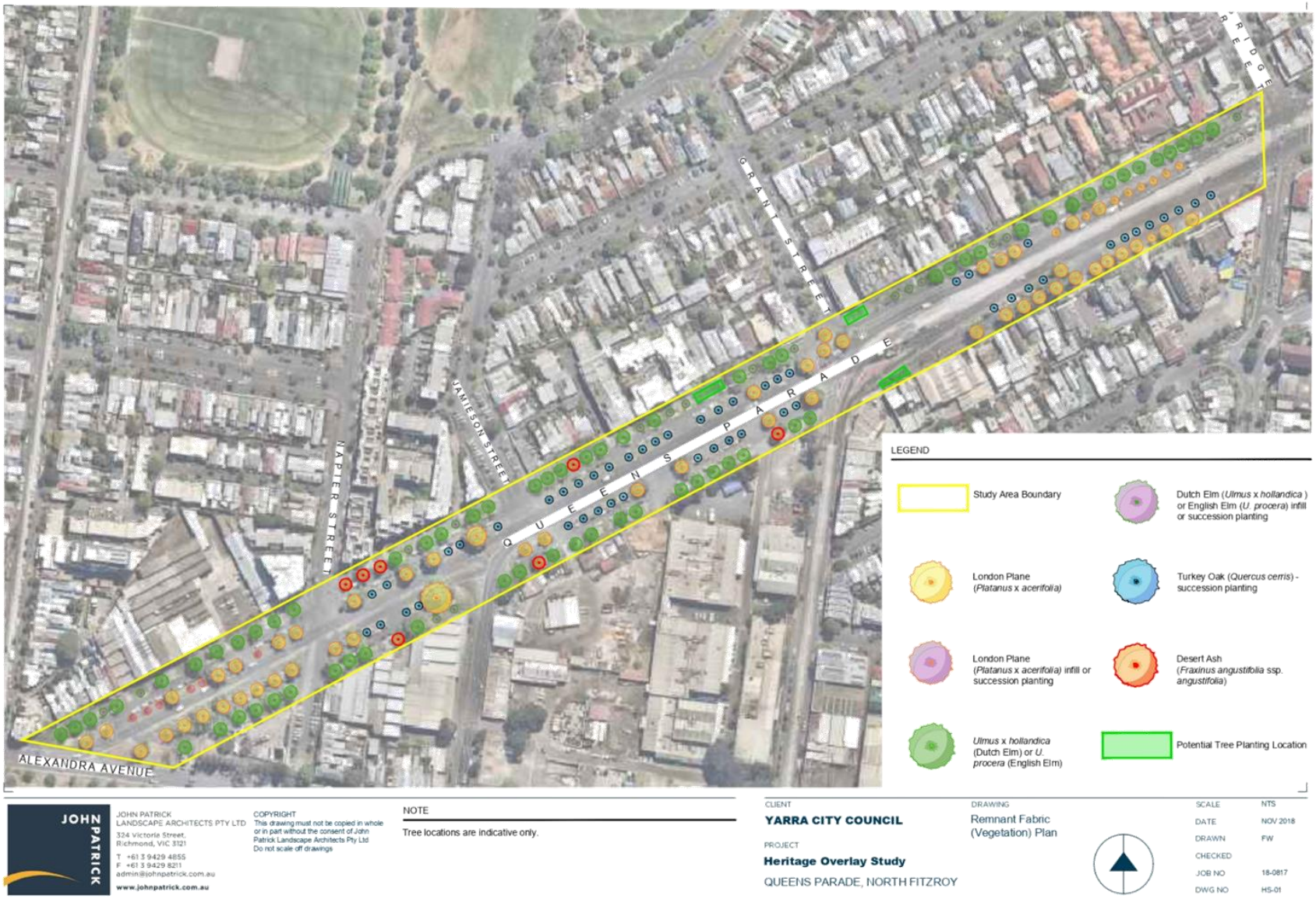
Statement of Significance

The double avenue of trees on Queens Parade is locally significant as an extensive and intact avenue planting in the City of Yarra. These trees provide a significant contribution to the heritage character of the precinct, and to the amenity of the local neighbourhood generally. The uncut basalt rock median borders are locally significant as a relatively intact prominent and decorative feature. Basalt curbing comprised of large honed basalt blocks and drainage channels of multiple rows of basalt pitchers are of contributory significance to the avenue.

Appendices

A. Remnant Fabric (Vegetation) Plan HS-01
B. Remnant Fabric (Man Made) Plan HS-02
C. City of Yarra Heritage Review: Landscape Citation (1998)

Attachment 11 - Attachment 11 - Yarra C245 - Heritage Citation QP, FN, John Patrick Landscape Architects Pty. Ltd. (2018)



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Do not scale off drawings

NOTE
Tree locations are indicative only.

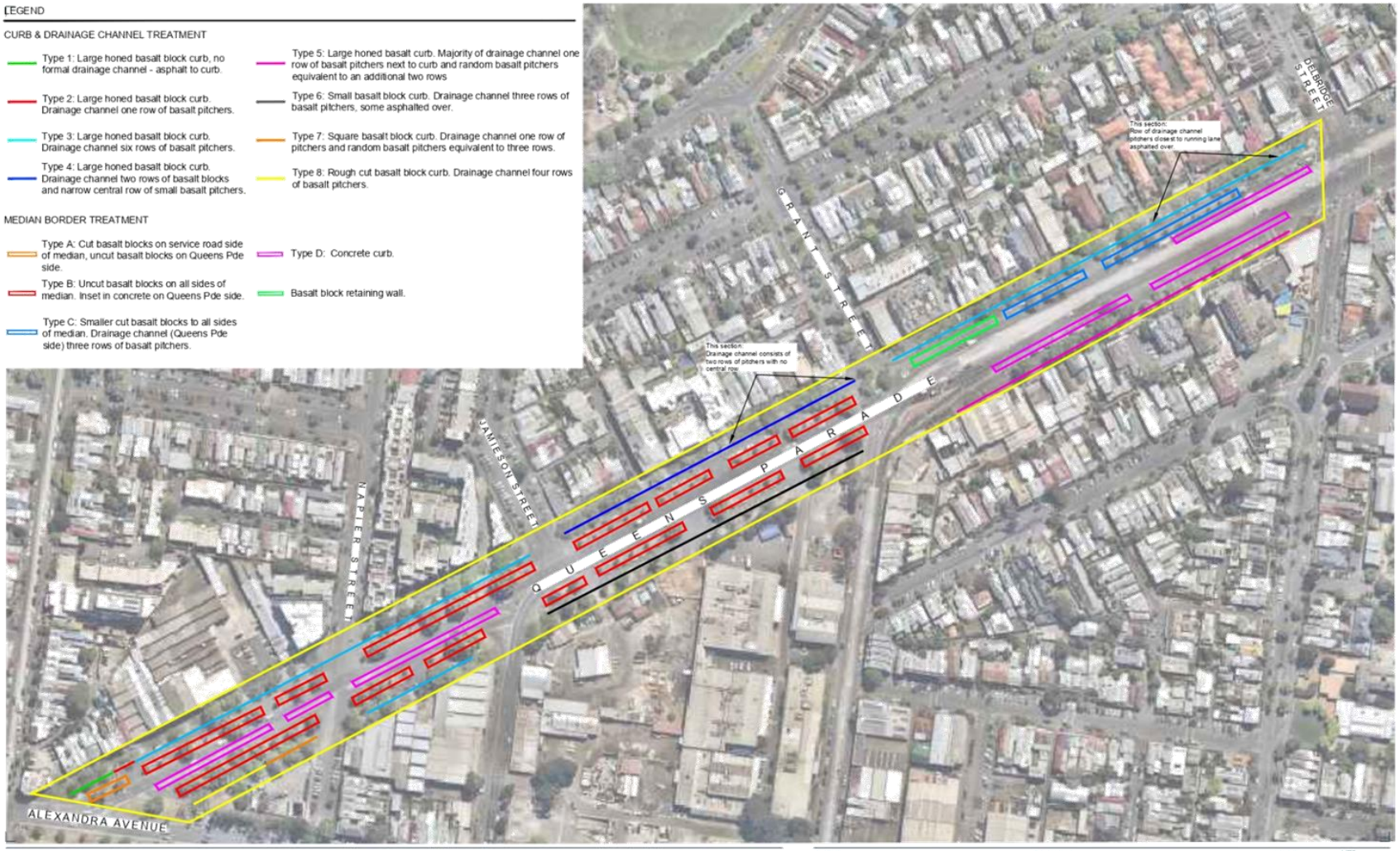
CLIENT
YARRA CITY COUNCIL

PROJECT
Heritage Overlay Study
QUEENS PARADE, NORTH FITZROY

DRAWING
Remnant Fabric (Vegetation) Plan

SCALE	NTS
DATE	NOV 2018
DRAWN	FW
CHECKED	
JOB NO	18-0817
DWG NO	HS-01

Attachment 11 - Attachment 11 - Yarra C245 - Heritage Citation QP, FN, John Patrick Landscape Architects Pty. Ltd. (2018)



Attachment 11 - Attachment 11 - Yarra C245 - Heritage Citation QP, FN, John Patrick Landscape Architects Pty. Ltd. (2018)

Site:	Street Trees	**Significance:**	B
Address:	Queens Parade, between Alexandra Parade & Delbridge Street, Clifton Hill	**Map Ref:**	44 B2
Access:	Unrestricted	**Survey Date:**	7/5/98



Intactness:	**Condition:**
E [ ] G [x] F [ ] P [ ]	E [ ] G [ ] F [x] P [ ]

Existing Heritage Listings:		**Recommended Heritage Listings:**	
Victorian Heritage Register	[ ]	Victorian Heritage Register	[ ]
Register of the National Estate	[ ]	Register of the National Estate	[x]
Planning Scheme	[ ]	HO Controls	[x]
National Trust	[ ]		

Attachment 11 - Attachment 11 - Yarra C245 - Heritage Citation QP, FN, John Patrick Landscape Architects Pty. Ltd. (2018)

Description

The street trees along Queens Parade, between Alexandra Parade and Delbridge Street, are prominent street tree planting on a major arterial road.

Remnant Fabric (Man Made)

Queens Parade is divided into two sections: a central major traffic flow, and narrow service lanes on each side of the road. The dividing medians are bordered with uncut basalt rocks which form a prominent and decorative feature. The outer curb is constructed of cut basalt blocks, and the drainage channel is lined with basalt pitchers.

Remnant Fabric (Vegetation)

The site features a double avenue of Plane Trees (*Platanus x acerifolius*) and Dutch Elms (*Ulmus x hollandica*). The Plane Trees are sited on the median separating the main traffic flow from the service land, and the Dutch Elms on the outer, footpath median. Both rows of trees are mature and relatively intact. Each shows signs of severe lopping over their life span, from with they have recovered well, and some interplanting with inappropriate species has occurred, principally Desert Ash (*Fraxinus oxycarpa*) .

Potential Threats

Removal of basalt rock edge on central medians or basalt gutter and curbing on outer medians in favour of concrete. Further introduction of inappropriate species, which erodes the heritage character and general impact of the double avenue. Unnecessary pruning due to aerial cabling.

Management Steps

Installation of Aerial Bundle Cables (ABCs) to minimise the need for pruning of trees, particularly on the northern side of Queens Parade. Preparation of a detailed maintenance and replacement policy for the avenue which would outline regular maintenance procedures for the trees to ensure a long amenity life is attained. It should also outline appropriate measures for the replacement of senescent specimens with the same species to ensure the uniformity of the avenue is maintained. The policy should outline strategies for the replacement of the Dutch Elms in the event of the Dutch Elm Disease (*Ceratocystis ulmi*) becoming established in Australia. These should be included within an overall tree management policy for significant trees within the City of Yarra.

Statement of Significance

The double avenue of trees on Queens Parade is locally significant as an extensive and intact avenue planting in the City of Yarra. The trees provide a significant contribution to the heritage character of the precinct, and to the amenity of the local neighbourhood generally.

Planning and Environment Act 1987

YARRA PLANNING SCHEME

AMENDMENT C245

EXPLANATORY REPORT

Who is the planning authority?

This amendment has been prepared by the Yarra City Council, which is the planning authority for this amendment.

The amendment has been made at the request of Yarra City Council.

Land affected by the Amendment

This amendment affects land in Abbotsford, Alphington, Collingwood, Cremorne, Fitzroy, Fitzroy North and Richmond. It applies to 72 areas of which, 57 include errors or anomalies with Heritage Overlays and 15 are recommendations from recent heritage studies conducted by Context Pty Ltd and GJM Heritage. A Planning Scheme map reference table is **Attachment 1** to this Explanatory Report.

What the amendment does

The amendment proposes to amend various provisions of the Yarra Planning Scheme to correct zone and mapping anomalies, delete redundant controls, and replace interim heritage overlays with permanent heritage overlay controls

More specifically the following changes are proposed to the Yarra Planning Scheme:

- Amends Clause 21.11 'Reference Documents' to include new references documents;

- Amends Clause 22.02 'Development Guidelines for Sites Subject to the Heritage Overlay to include the following studies and Statements of Significance as reference documents:
  - Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Reference Document (May 2020);
  - Collingwood Mixed Use Pocket, Heritage Analysis & Recommendations, GJM Heritage (2018);
  - Heritage Citation: 18-22 Derby Street, Collingwood, GJM Heritage (2018);
  - Heritage Citation: 33-45 Derby Street, Collingwood, GJM Heritage (2018); and
  - Heritage Citation: Queens Parade, Fitzroy North Street Trees, John Patrick Landscape Architects Pty. Ltd. (2018).

- Amends the Schedule to Clause 43.01 – Heritage Overlay to delete existing heritage overlays corrects previous formatting errors and applies the Heritage Overlay to the following sites:
  - 637-639 Bridge Road, Richmond (HO525);
  - 202-206 Church Street Richmond – Halls Building (HO526);
  - 32 & 34 Thomas Street, Richmond (HO527);
  - 635 Bridge Road, Richmond – Boland's Shop and Residence (HO528);
  - 529-533 Bridge Road, Richmond – Royal Oak Hotel (HO529);
  - 597-599 Bridge Road, Richmond – Whipps Terrace (HO530);
  - 534-534A Bridge Road, Richmond – Flour Mill & Grain Store Complex (Former) (HO531); and
  - 325-333 Bridge Road, Richmond – Richmond Town Hall (HO532)

- Amends the schedule to Clause 72.04 - Documents Incorporated in this Scheme to:

- include reference to *'City of Yarra Database of Heritage Significant Areas, July 2019'* and remove the reference to *'Appendix 8 - City of Yarra review of Heritage Overlay Areas, Graeme Butler and Associates (2007), revised February 2018'*;
- Amends the existing incorporated document '*Appendix 8 - City of Yarra review of Heritage Overlay Areas, Graeme Butler and Associates (2007), revised February 2018*', to change the title to *'City of Yarra Database of Heritage Significant Areas, July 2019';* and

Include reference to a new incorporated document *'Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Incorporated Document (May 2020)'*;

- Amends Yarra Planning Scheme Zone Maps 2, 5, 6, 7, and 8 to corrects mapping anomalies on properties that are in two zones and aligns them with property boundaries;
- Amends Yarra Planning Scheme Heritage Overlay Maps 1, 2, 4, 6, 7, 8, and 9 to correct mapping errors.

Strategic assessment of the Amendment

Why is the Amendment required?

The amendment updates and corrects a wide range of Heritage Overlay provisions and maps. It implements recent heritage studies and corrects anomalies in the Heritage Overlay and related provisions. It also corrects zone mapping anomalies.

In addition, a heritage study was recently completed to assess heritage protection in areas proposed for new Design and Development Overlays (Amendments C248 and C249). The *Victoria Street and Bridge Road Built Form Review: Heritage Assessments, GJM Heritage (2018),* recommend further controls and increased protection for 12 properties within Abbotsford and Richmond.

A similar assessment of heritage protection was conducted in Collingwood South for the proposal of a new Design and Development Overlay. The *Collingwood Mixed Use Pocket, Heritage Analysis & Recommendations, GJM Heritage (2018)* was prepared to inform this Amendment and extend Heritage Overlays to include previously unprotected significant places.

Moreover, separate heritage advice on the Queens Parade, Fitzroy North Heritage Overlay was prepared by John Patrick Landscape Architects Pty. Ltd. (2018) to increase the protection of a proportion of street trees along Queens Parade. This Amendment will correct an apparent anomaly in the mapping HO93 in order to include these previously unprotected street trees identified in *The City of Yarra Heritage Review Landscape Citation* (1998).

In addition to implementing the recommendations from these studies, the amendment corrects a range of errors in the Heritage Overlay and zoning anomalies which arose from recent public queries and investigations. Correcting these will ensure better planning outcomes and consistency within the Yarra Planning Scheme.

How does the Amendment implement the objectives of planning in Victoria?

The amendment implements the objectives in Section 4 of the *Planning and Environment Act 1987* (the Act), specifically:

- To conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value;
- To facilitate development in accordance with the other objectives;
- To balance the present and future interests of all Victorians;
- To provide for the fair, orderly, economic and sustainable use, and development of land; and
- To provide for the protection of natural and man-made resources and the maintenance of ecological processes and genetic diversity.

The amendment adheres to the objectives in Section 12(1) (a) of the Act by implementing the objectives of planning in Victoria.

How does the Amendment address any environmental, social and economic effects?

The amendment is consistent with the encompassing goal in the Yarra Planning Scheme to:

Integrate relevant environmental, social and economic factors in the interests of net community benefit and sustainable development.

The amendment is unlikely to cause any significant environmental impacts or risks. The amendment will have a positive economic and social effect through rezoning and overlay corrections of historic errors and enable appropriate development for the properties.

Does the Amendment address relevant bushfire risk?
The land affected by the amendment does not impact on bushfire risk and is not located within an area of identified bushfire risk.

Does the Amendment comply with the requirements of any Minister's Direction applicable to the amendment?
The amendment acts in accordance with *Ministerial Directions on the Form and Content of Planning Schemes* under Section 7(5) of the Act.

The amendment has been prepared in consideration of *Ministerial Direction No. 09 – Metropolitan Planning Strategy* (specifically *Plan Melbourne 2017-2050*).

Plan Melbourne outlines goals and visions for Melbourne in 2050, with directions identified to support and achieve these outcomes. The Amendment is consistent with the following Direction outlined in *Plan Melbourne 2017-2050:*

- Direction 4.7 - Respect to our heritage as we build for the future.

Additionally, the amendment is affected by *Ministerial Direction No. 11 – Strategic Assessment of Amendments* and complies with the outlined requirements.

How does the Amendment support or implement the State Planning Policy Framework and any adopted State policy?
This amendment supports fair, orderly, economic, and sustainable use and development of land. The amendment supports and implements relevant objective of the State Planning Policy Framework (SPPF), in particular:

Clause 9 – Plan Melbourne and the goals outlined are supported through this amendment by correcting anomalies in order to improve the planning process.

Clause 15 – Built Environment and Heritage aims to create built environments that respond and are appropriate with the neighbourhood and landscape. Clause 15 emphasises the importance of conserving places identified as having heritage significance. This amendment supports this clause by correcting errors that and providing better protection of heritage places.

Clause 15.03-1 – Heritage Conservation outlines strategies to protect both built and cultural heritage. This amendment will improve heritage protection in the planning scheme.

Clause 16 – Housing incorporates strategies which encourage appropriate housing provision for new housing to meet community needs.

Clause 16.01-1R Integrated housing - Metropolitan Melbourne includes a Strategy - Allow for a range of minimal, incremental and high change residential areas that balance the need to protect valued areas with the need to ensure choice and growth in housing. Heritage protection in the City of Yarra is generally consistent with providing housing to meet projected demand in locations which are suitable and have the capacity for increased densities. The recent draft Housing Strategy 2018 identifies minimal, incremental and high change areas. This amendment will help achieve the right balance between protecting valued heritage and providing housing.

Clause 17 – Economic Development the amendment is consistent with overall objectives to strengthen and diversify the local economy. The recent City of Yarra draft Spatial Economic and Employment Strategy (SEES) identifies strategies and opportunities for growth which are integrated with objectives such as heritage protection.

How does the Amendment support or implement the Local Planning Policy Framework, and specifically the Municipal Strategic Statement?
The amendment both supports and is consistent with Clauses of the Local Planning Policy Framework. Specifically including:

21.03 – Vision
Built Form

Yarra's historic fabric which demonstrates the development of metropolitan Melbourne will be internationally recognised.

21.04 – Land Use – Accommodation and Housing
At 21.04-1 the Yarra Planning Scheme notes;

Yarra will continue to accommodate its share of the housing growth of the inner Melbourne Metropolitan region. However, in order to protect valued character, and particularly its heritage places, the majority of new development will be accommodated on strategic redevelopment sites. These sites are generally located in, abutting, or close to activity centres, or in locations that offer good access to services and transport. The amendment proposes to apply the Heritage Overlay and associated provisions to fill some gaps in heritage protection in residential and mixed use areas.

21.05-1 – Heritage
Objective 14 - To protect and enhance Yarra's heritage places.

Strategy 14.1: Conserve, protect and enhance identified sites and areas of heritage significance including pre-settlement ecological heritage.

Strategy 14.2: Support the restoration of heritage places.

Strategy 14.3: Protect the heritage skyline of heritage precincts.

Strategy 14.6: Protect buildings, streetscapes and precincts of heritage significance from the visual intrusion of built form both within places and from adjoining areas.

The amendment will help to implement these objectives and strategies by correcting anomalies and strengthening the Heritage Overlay and related provisions.

22.02 – Development Guidelines for Sites Subject to the Heritage Overlay
Objectives

- To conserve Yarra's natural and cultural heritage;
- To conserve the historic fabric and maintain the integrity of places of cultural heritage significance;
- To retain significant view lines to, and vistas of, heritage places;
- To preserve the scale and pattern of streetscapes in heritage places;
- To encourage the preservation, maintenance, restoration and where appropriate, reconstruction of heritage places;
- To ensure the adaptation of heritage places is consistent with the principles of good conservation practice;
- To ensure that additions and new works to a heritage place respect the significance of the place;
- To encourage the retention of 'individually significant' and 'contributory' heritage places; and
- To protect archaeological sites of cultural heritage significance.

The amendment will correct and adjust the heritage grading relating to sites identified in the Heritage Overlay. A revised incorporated document, *'City of Yarra Database of Heritage Significant Areas, July 2019,'* formerly *'Appendix 8 - City of Yarra review of Heritage Overlay Areas, Graeme Butler and Associates (2007), revised February 2018'*, will improve application of Clause 22.02 – Development Guidelines for Sites Subject to the Heritage Overlay.

Does the Amendment make proper use of the Victoria Planning Provisions?
The amendment makes proper use of the Victoria Planning Provisions (VPPs) through incorporating the appropriate tools and mechanisms to support suitable future land use and development across the City of Yarra and in the Planning Scheme. Correcting anomalies ensures that the correct zones and overlays apply.

How does the Amendment address the views of any relevant agency?
Council has had preliminary discussions about the amendment with the Department of Environment, Land, Water and Planning (DELWP). The amendment is unlikely to impact other agencies because it primarily affects private land.

Does the Amendment address relevant requirements of the Transport Integration Act 2010?
The amendment is considered consistent with the objectives of the *Transport Integration Act 2010*. It is anticipated that the amendment will not have significant impact on or undermine the functionality or safety of the existing transport system.

Resource and administrative costs

- **What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?**

The amendment will have some impact on the general operation of Council's statutory planning department. The change to administrative and resource cost is likely to be insignificant.

Where you may inspect this Amendment

The amendment is available for public inspection, free of charge, during office hours at the following Yarra City Council locations:

Planning Counter	Information Counter
Richmond Town Hall 333 Bridge Road Richmond VIC 3121	Collingwood Town Hall 140 Hoddle Street Abbotsford VIC 3067

- The amendment can also be viewed on the Yarra City Council website at: Amendment C245 - www.yarracity.vic.gov.au/amendmentC245
- The amendment can also be inspected, free of charge, at the Department of Environment, Land, Water and Planning (DELWP) website at: www.delwp.vic.gov.au/public-inspection

1 - Mapping reference table

Location	Land/Area Affected	Proposed Change	Mapping Reference
378A Nicholson Street & 27 Alexandra Parade, Fitzroy North	Southern portion of 378 Nicholson Street and entirety of 27 Alexandra Parade (corner of Nicholson Street and Alexandra Parade), Fitzroy North.	Extend HO327 to all properties.	Yarra C245 hoMap01 Exhibition
155 Westgarth Street & 158 Cecil Street, Fitzroy	Easter section of 155 Westgarth Street and 158 Cecil Street, Fitzroy. Laneway adjacent to dwellings.	Extend HO335 to entire property.	Yarra C245 hoMap02 Exhibition
49-53 Lucerne Crescent, Alphington	Rear of 49 and small section of 53 Lucerne Crescent, Alphington.	Remove HO73 from entire property of 49 Lucerne Crescent. Extend HO73 to entire property of 53 Lucerne Crescent.	Yarra C245 hoMap04 Exhibition Yarra C245 d-hoMap04 Exhibition
200-202 Johnston Street, Collingwood	Entire property of 200-202 Johnston Street, Collingwood.	Extend HO324 to entire property of 200-202 Johnston Street, Collingwood.	Yarra C245 hoMap06 Approval
311-317 Bridge Road, Richmond	Entire property of 311-317 Bridge Road, Richmond	Extend HO310 to entire property of 311-317 Bridge	Yarra C245 hoMap06 Approval

Location	Land/Area Affected	Proposed Change	Mapping Reference
		Road, Richmond.	
181 Langridge Street, Abbotsford	Western section of 181 Langridge Street, Abbotsford	Remove HO16 from entire property.	Yarra C245 d-hoMap06 Approval
19 Cambridge Street, Collingwood	Entire site of 19 Cambridge Street, Collingwood.	Extend HO336 to entire property.	Yarra C245 hoMap06 Approval
120 Cambridge Street, Collingwood	Small section located on eastern property line of 120 Cambridge Street Collingwood.	Extend HO318 to entire property.	Yarra C245 hoMap06 Approval
61-63 Oxford Street, Collingwood	Western (rear) of 61-63 Oxford Street, Collingwood.	Extend HO125 to entire property.	Yarra C245 hoMap06 Approval
37 Oxford Street, Collingwood	Western (rear) of 37 Oxford Street, Collingwood.	Extend HO121 to entire property.	Yarra C245 hoMap06 Approval
Collingwood College Dolls House	Corner of McCutcheon Way and Cromwell Street, Collingwood (removal of HO) and near 130 Islington Street, Collingwood (implementation of HO) due to relocation.	Remove HO114 from 49 Vere Street, Collingwood. Move HO114 to near 130 Islington Street, Collingwood.	Yarra C245 d-hoMap06 Approval Yarra C245 hoMap06 Approval
325-333 Bridge Road, Richmond	Entire section of 325-333 Bridge Road, Richmond	Add new individual HO532.	Yarra C245 hoMap06 Approval
32 & 34 Thomas Street, Richmond	Entire section of 32 & 34 Thomas Street, Richmond	Add new individual HO527.	Yarra C245 hoMap06 Approval
21-23 Lithgow Street, Richmond	Entire section of 21-23 Lithgow Street, Richmond.	Remove HO339 from entire property.	Yarra C245 d-hoMap06 Approval
202-206 Church Street, Richmond	Entire section of 202-206 Church Street, Richmond	Add new individual HO526.	Yarra C245 hoMap06 Approval
61-75 Langridge Street, 64 Wellington Street and 14 Glasgow Street, Collingwood	Western section of 14 Glasgow Street, Collingwood	Remove HO109 from 14 Glasgow Street, Collingwood.	Yarra C245 d-hoMap06 Approval
77-79 Burnley Street, Richmond	Entire property of 77-79 Burnley Street, Richmond	Remove HO500 from entire property.	Yarra C245 d-hoMap06 Approval
655 Victoria Street, Abbotsford	Entire section of 655 Victoria Street, Abbotsford.	Extend HO64 to entire property.	Yarra C245 hoMap07 Exhibition
20 Jessie Street, Cremorne	Western section of 20 Jessie Street, Cremorne.	Remove section from HO364.	Yarra C245 d-hoMap08 Exhibition
204 Coppin Street & 31 Bell Street, Richmond	Section at the rear of both properties of 31 Bell Street & 204 Coppin Street, Richmond.	Remove HO472 from 31 Bell Street, Richmond and extend HO472 to entire property of 204 Coppin Street, Richmond. GRZ to NRZ – To match property boundary.	Yarra C245 hoMap08 Exhibition Yarra C245 d-hoMap08 Exhibition Yarra C245 011znMap08 Exhibition
6 Stawell Street, Richmond	Entire property of 6 Stawell Street, Richmond.	Remove HO503 and extend HO481 to entire property.	Yarra C245 d-hoMap09 Exhibition

Location	Land/Area Affected	Proposed Change	Mapping Reference
			Yarra C245 hoMap09 Exhibition
534-534A Bridge Road, Richmond	Entire section of 534-534A Bridge Road, Richmond	Add new individual HO531.	Yarra C245 hoMap09 Exhibition
597-599 Bridge Road, Richmond	Entire section of 597-599 Bridge Road, Richmond	Add new individual HO530.	Yarra C245 hoMap09 Exhibition
529-533 Bridge Road, Richmond	Entire section of 529-533 Bridge Road, Richmond	Add new individual HO529.	Yarra C245 hoMap09 Exhibition
635 Bridge Road, Richmond	Entire section of 635 Bridge Road, Richmond	Add new individual HO528.	Yarra C245 hoMap09 Exhibition
637-639 Bridge Road, Richmond	Entire section of 637-639 Bridge Road, Richmond	Add new individual HO525.	Yarra C245 hoMap09 Exhibition
22 Best Street, Fitzroy	Northern section of 22 Best Street, Fitzroy.	C1Z to NRZ – To match property boundary.	Yarra C245 znMap02 Exhibition
522-530 Napier Street, Fitzroy	All properties from 522 to 530 Napier Street, Fitzroy (including section of laneway at rear or properties – located east)	PPRZ to MUZ and GRZ – To match property boundaries.	Yarra C245 znMap02 Exhibition Yarra C245 014znMap02 Exhibition
7 Tait Street, Fitzroy North	East section of 7 Tait Street, Richmond.	PPRZ to NRZ – To match property boundary.	Yarra C245 012znMap02 Exhibition
22 Falconer Street, Fitzroy North	South (rear) of 22 Falconer Street, Fitzroy North.	PUZ to NRZ – To match property boundary.	Yarra C245 012znMap02 Exhibition
24 Falconer Street, Fitzroy North	Large section along south and small section north-west of Fitzroy High School.	Rezone all property to PUZ – To match property boundary.	Yarra C245 012znMap02 Exhibition
84 Johnston Street, Collingwood	Southern portion of land.	MUZ to C1Z – To match property boundary.	Yarra C245 znMap04 Exhibition
95-103 Johnston Street, Fitzroy	Northern (rear) section of 95-103 Johnston Street, Fitzroy.	MUZ to C1Z – To match property boundary.	Yarra C245 013znMap05 Exhibition
4-6 Waltham Street, Richmond	East (rear) section of 4 & 6 Waltham Street, Richmond.	C1Z to NRZ – To match property boundary.	Yarra C245 znMap06 Exhibition Yarra C245 znMap08 Exhibition
34-44 Cromwell Street, Fitzroy	Eastern portion of land.	C1Z to C2Z – To match property boundaries.	Yarra C245 015znMap06 Exhibition
261-263 Highett Street, Richmond	North (rear) sections of 261 & 263 Highett Street, Richmond.	GRZ to NRZ – To match property boundaries. Extend HO263 and HO264 to match property boundaries.	Yarra C245 znMap07 Exhibition Yarra C245 hoMap07 Exhibition
314-316 Bridge Road, Richmond	South (rear) section of 314 & 316 Bridge Road, Richmond.	GRZ to C1Z – To match property boundary.	Yarra C245 znMap08 Exhibition
18-22 Derby Street, Collingwood	Entire property of 18-22 Derby Street, Collingwood.	Extend HO102 to include entire property.	Yarra C245 hoMap06 Approval
33-45 Derby Street,	Entire property of 33-45 Derby Street, Collingwood.	Extend HO336 to include entire property.	Yarra C245 hoMap06 Approval

Location	Land/Area Affected	Proposed Change	Mapping Reference
Collingwood			
Queens Parade Trees	All trees located within the road reserve.	Extend HO93 to entire road reserve – to cover all trees	Yarra C245 024d-hoMap02 Exhibition Yarra C245 hoMap02 Exhibition

Planning and Environment Act 1987

YARRA PLANNING SCHEME

AMENDMENT C245

INSTRUCTION SHEET

The planning authority for this amendment is the Yarra City Council.

The Yarra Planning Scheme is amended as follows:

Planning Scheme Maps

The Planning Scheme Maps are amended by a total of 24 attached maps sheets.

Zoning Maps

1. Amend Planning Scheme Map Nos. 02ZN, 05ZN, 06ZN, 07ZN, and 08ZN in the manner shown on the 11 attached maps marked "Yarra Planning Scheme, Amendment C245".

Overlay Maps

2. Amend Planning Scheme Map Nos. 01HO, 02HO, 04HO, 06HO, 07HO, 08HO and 09HO in the manner shown on the 13 attached maps marked "Yarra Planning Scheme, Amendment C245".

Planning Scheme Ordinance

The Planning Scheme Ordinance is amended as follows:

3. In Local Planning Policy Framework – replace Clause 21.11 with a new Clause 21.11 in the form of the attached document.

4. In Local Planning Policy Framework – replace Clause 22.02 with a new Clause 22.02 in the form of the attached document.

5. In Overlays – Clause 43.01 replace with a new Schedule in the form of the attached document.

6. In Operational Provisions – Clause 72.04, replace the Schedule with a new Schedule in the form of the attached document.

End of document

Attachment 14 - Attachment 14 - Yarra C245 - Mapping Changes

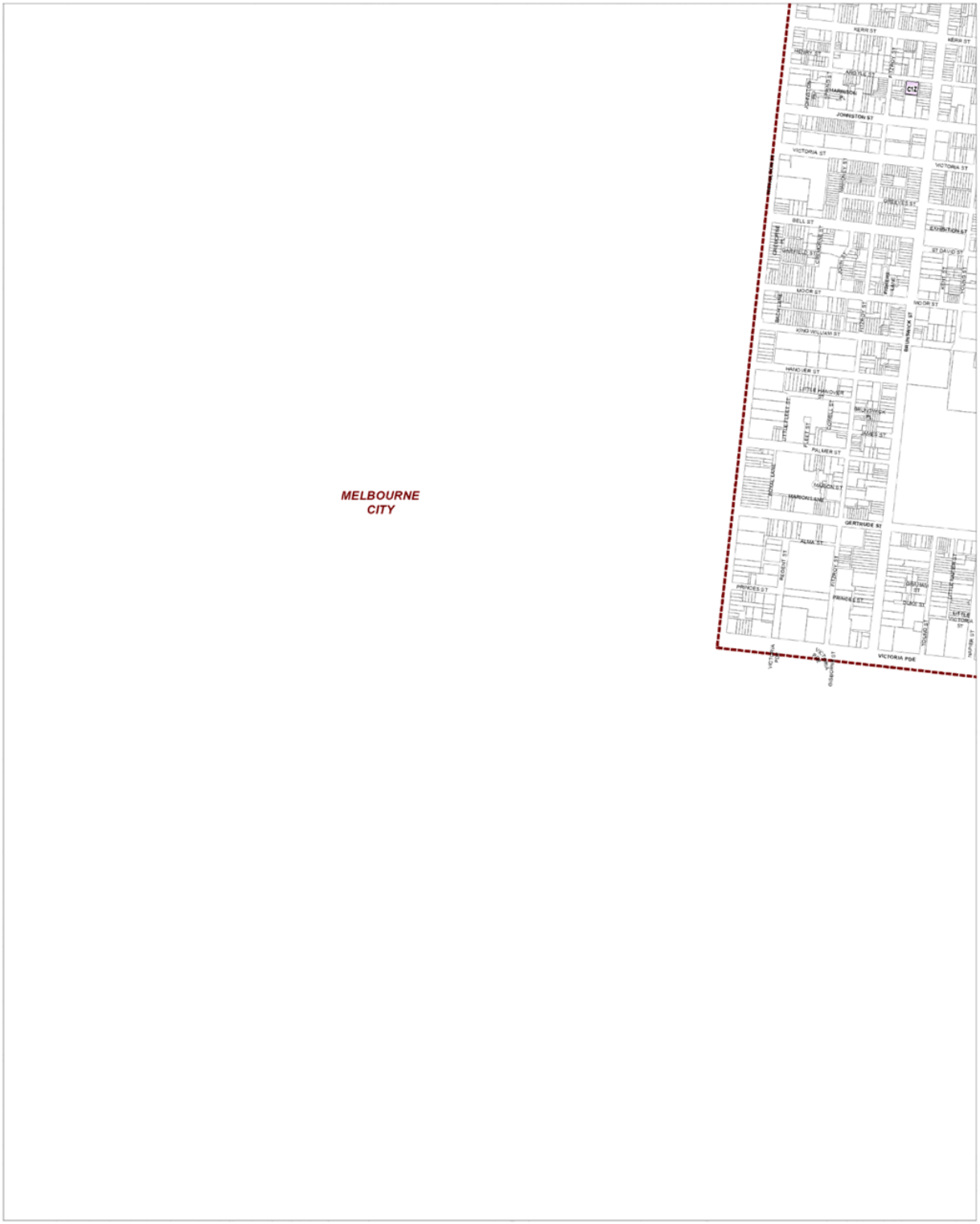
YARRA PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C245



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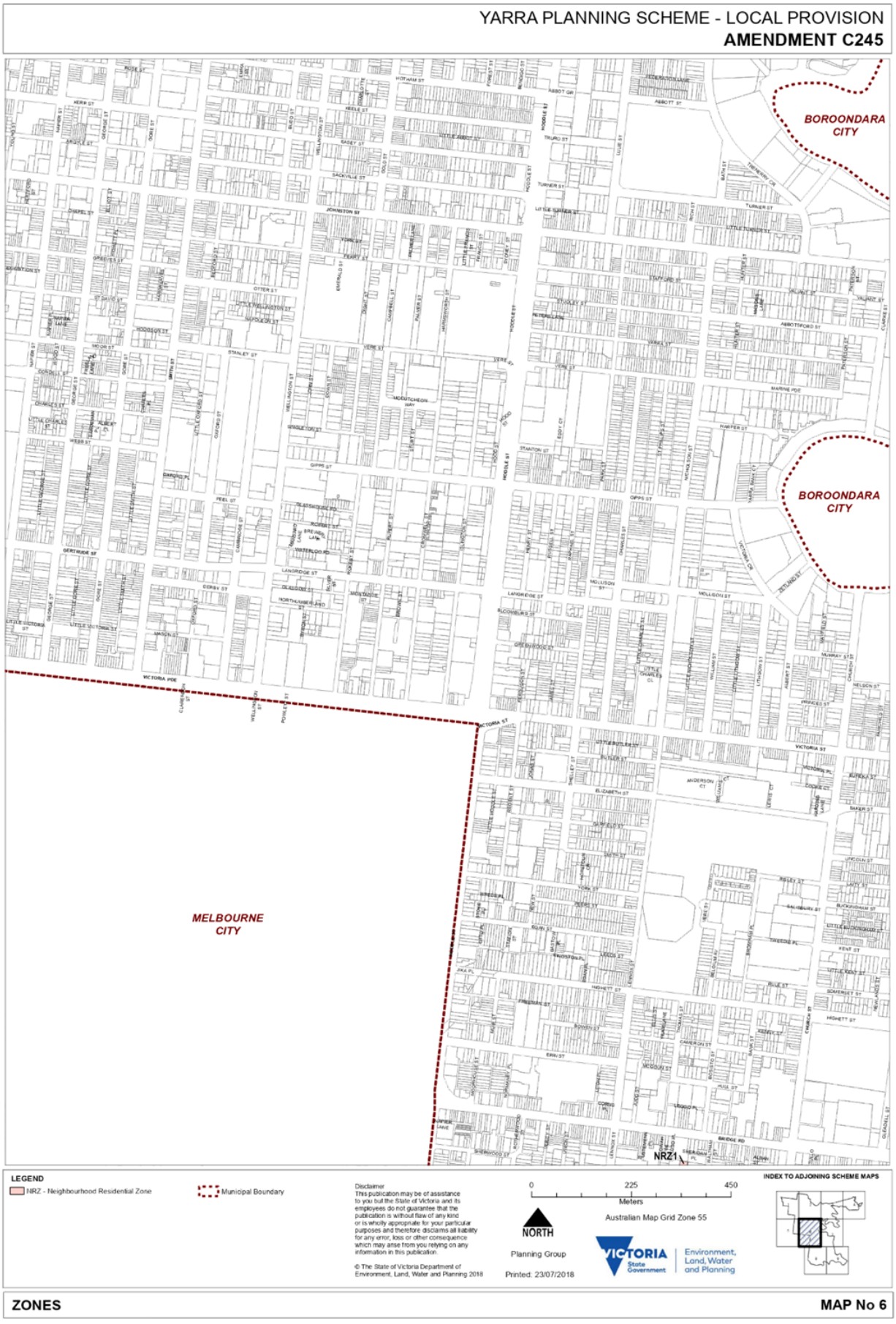
YARRA PLANNING SCHEME - LOCAL PROVISION

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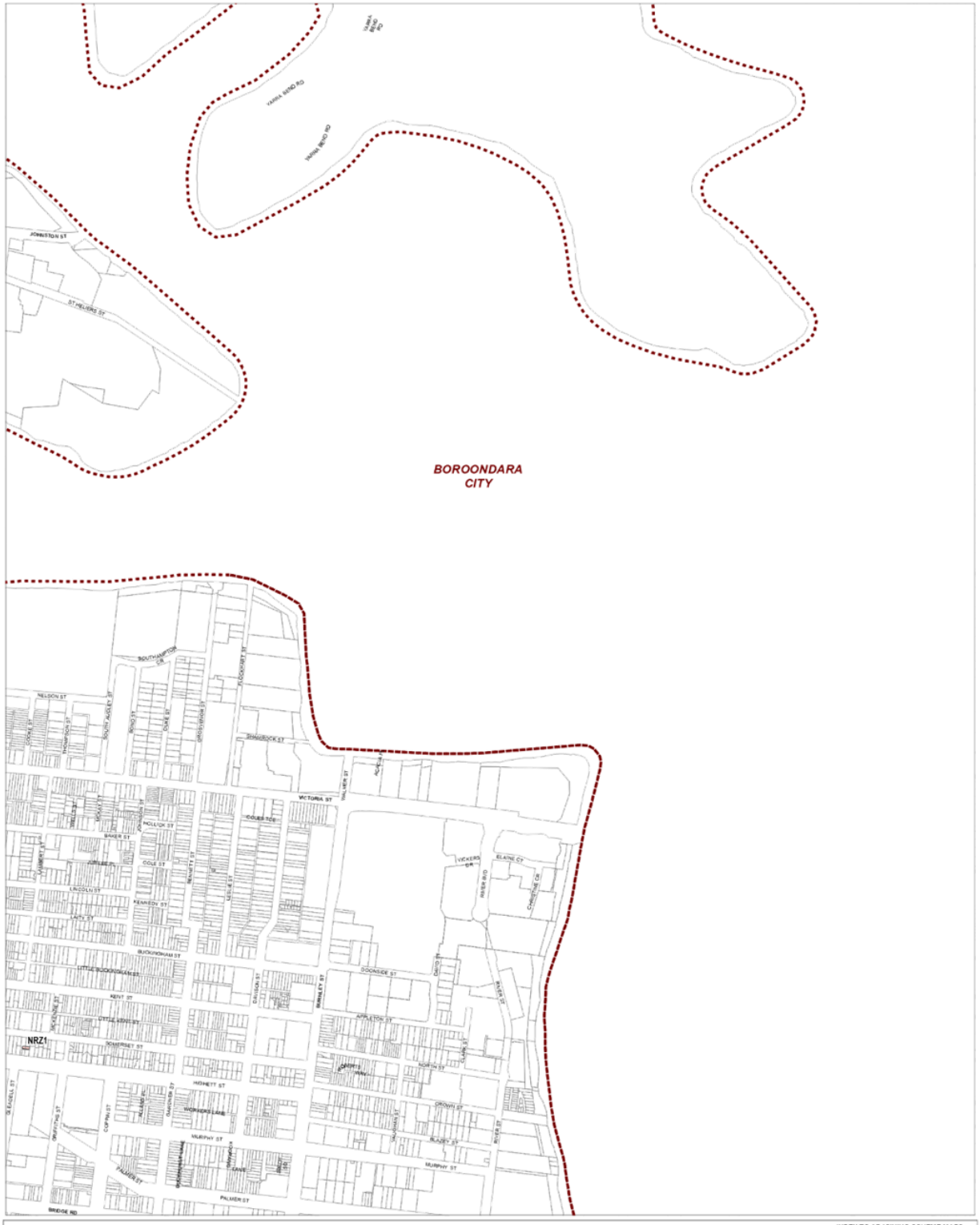
ZONES **MAP No 5**

Attachment 14 - Attachment 14 - Yarra C245 - Mapping Changes



Attachment 14 - Attachment 14 - Yarra C245 - Mapping Changes

YARRA PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C245



LEGEND
NRZ - Neighbourhood Residential Zone
Municipal Boundary

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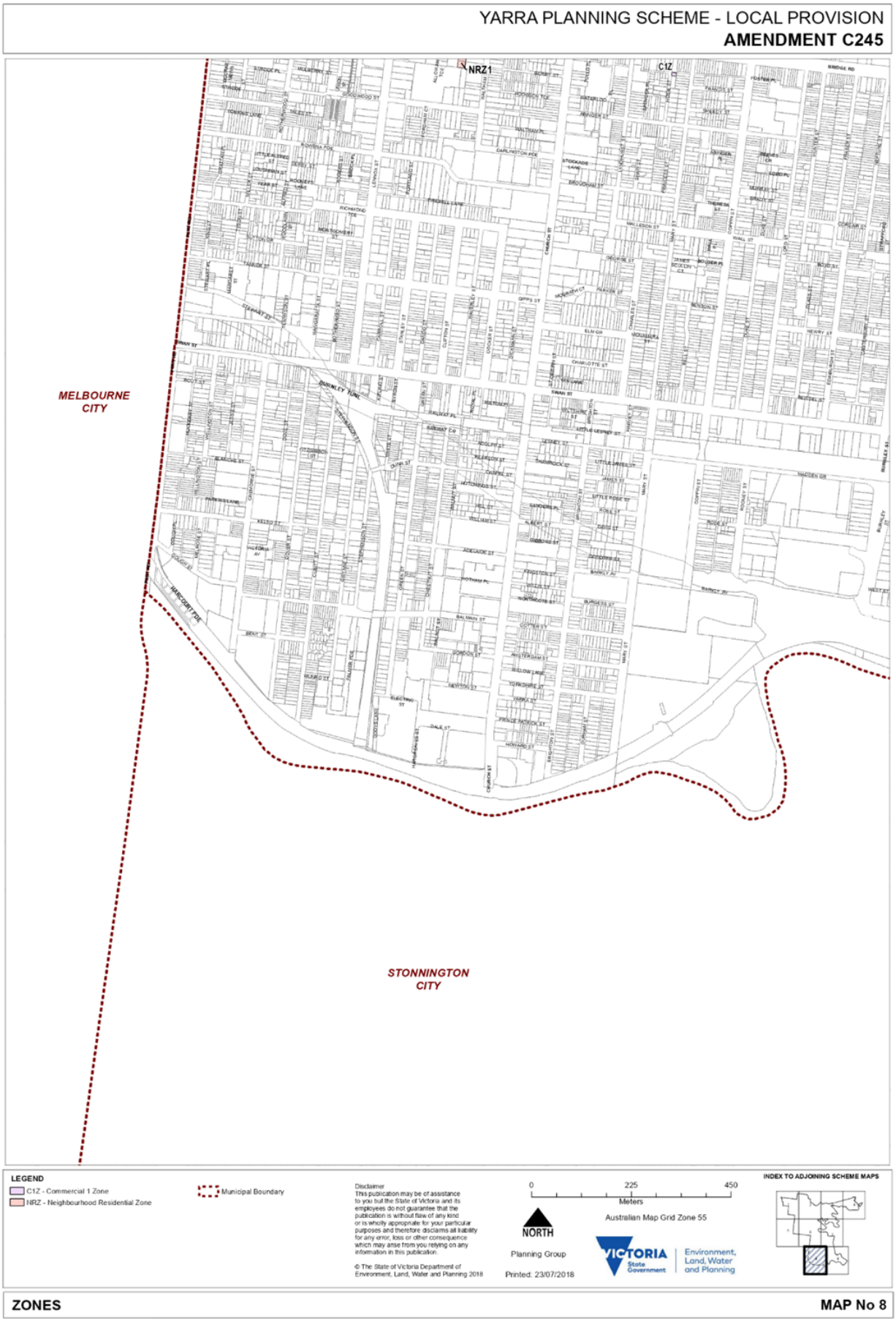
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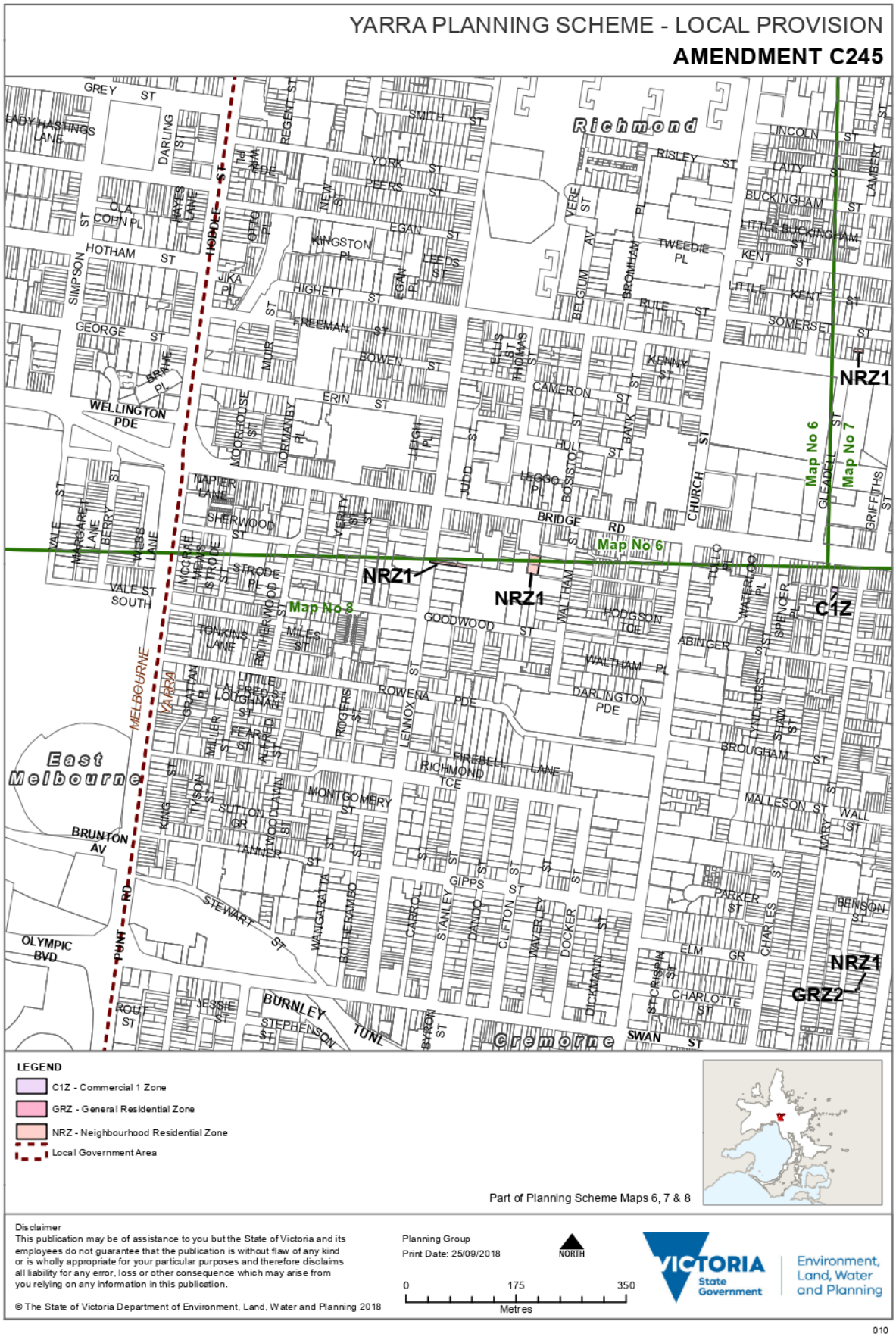
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ZONES **MAP No 7**

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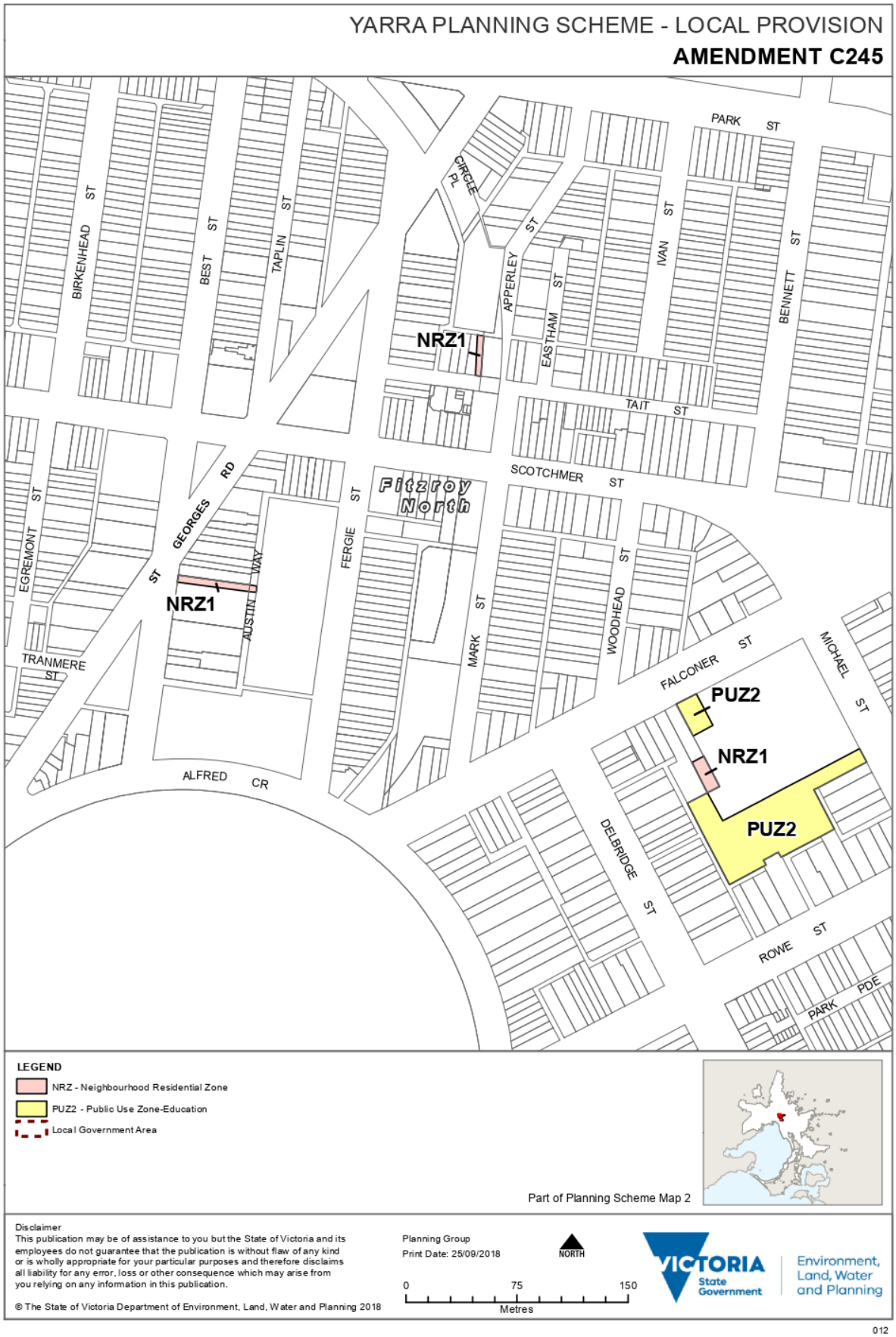
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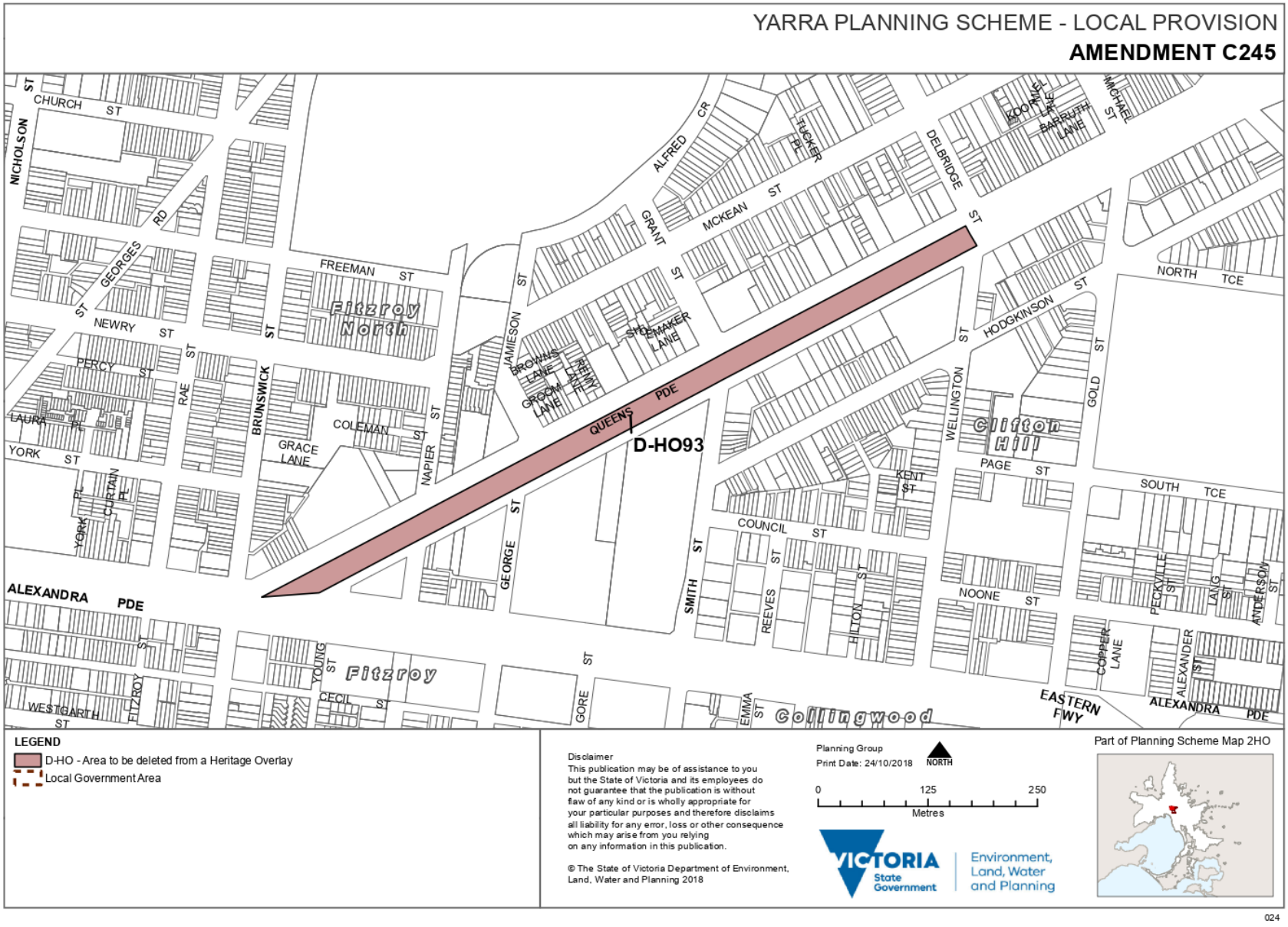
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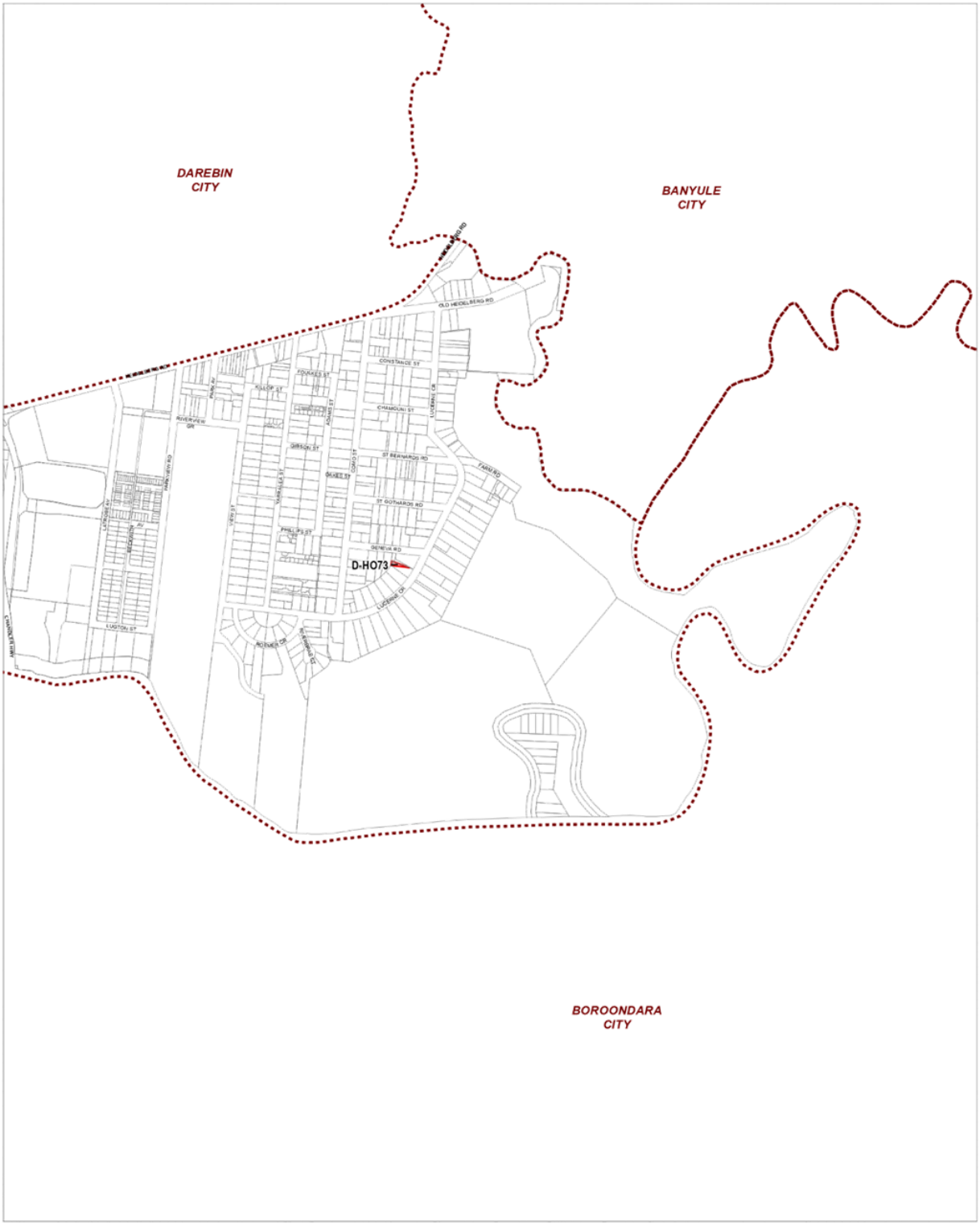


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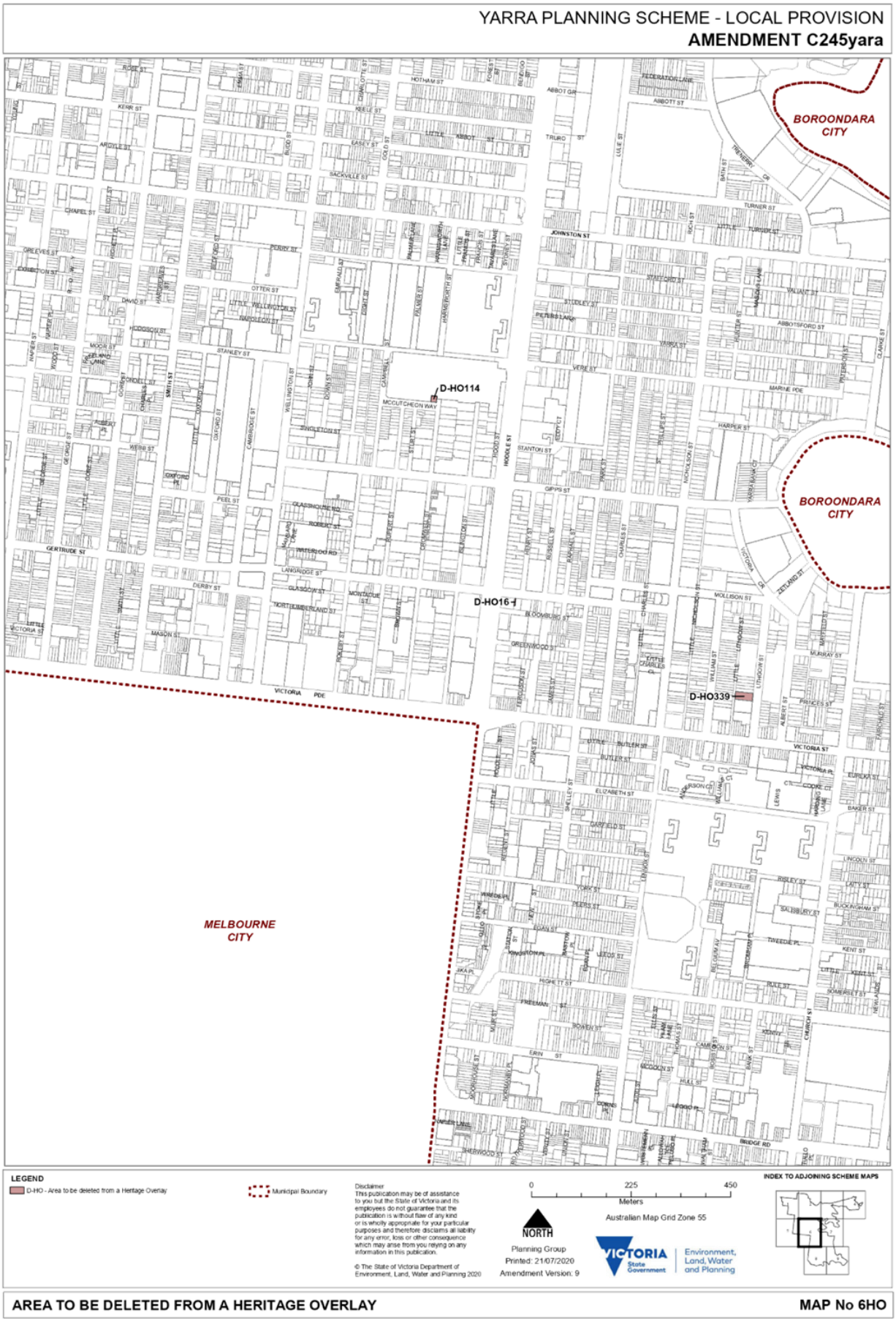
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YARRA PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C245



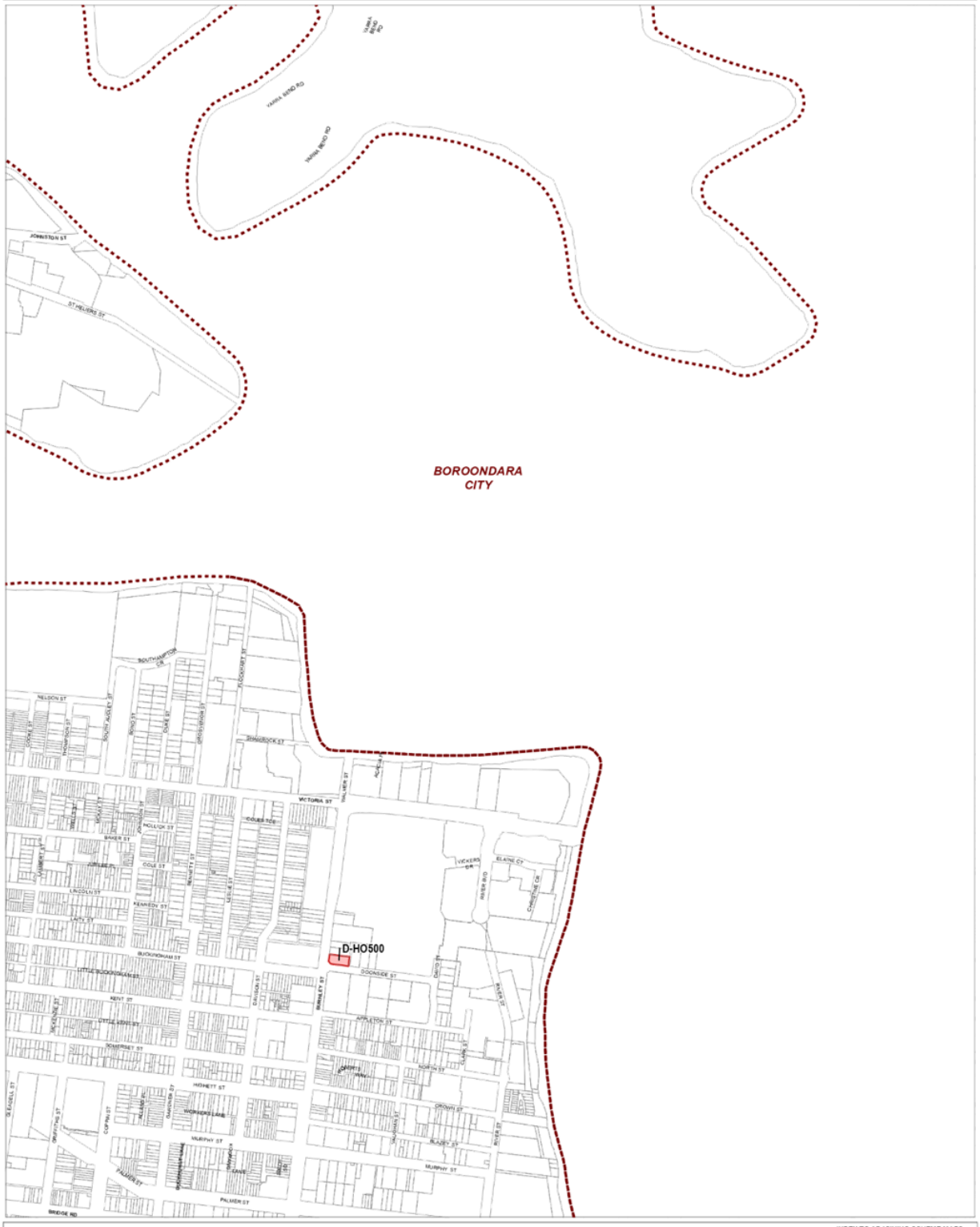
AREA TO BE DELETED FROM A HERITAGE OVERLAY **MAP No 4HO**

Attachment 14 - Attachment 14 - Yarra C245 - Mapping Changes



Attachment 14 - Attachment 14 - Yarra C245 - Mapping Changes

YARRA PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C245



LEGEND
D- Delete Zone or Overlay
Municipal Boundary

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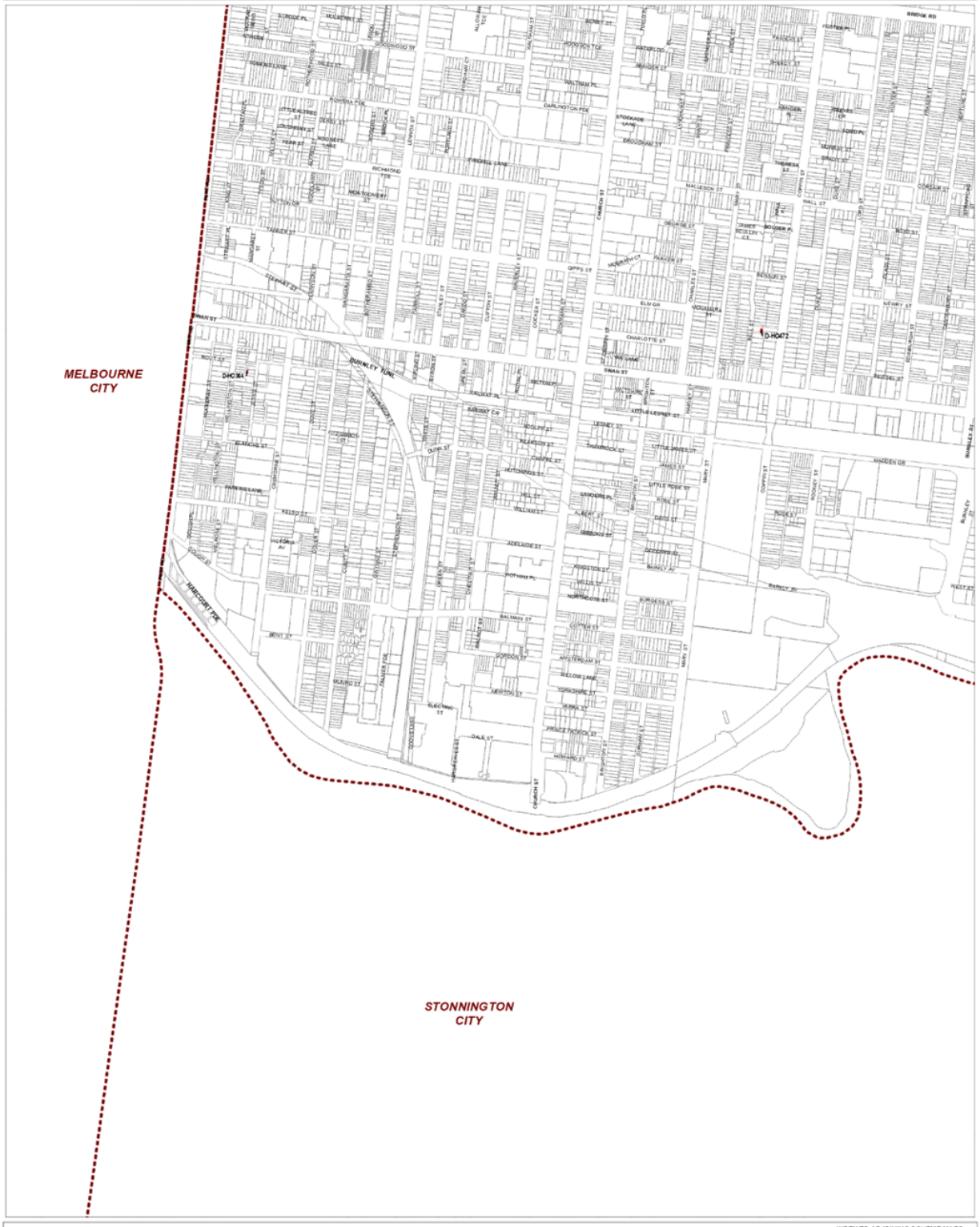
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AREA TO BE DELETED FROM A HERITAGE OVERLAY **MAP No 7HO**

Attachment 14 - Attachment 14 - Yarra C245 - Mapping Changes

YARRA PLANNING SCHEME - LOCAL PROVISION

AMENDMENT C245



LEGEND

D- Delete Zone or Overlay

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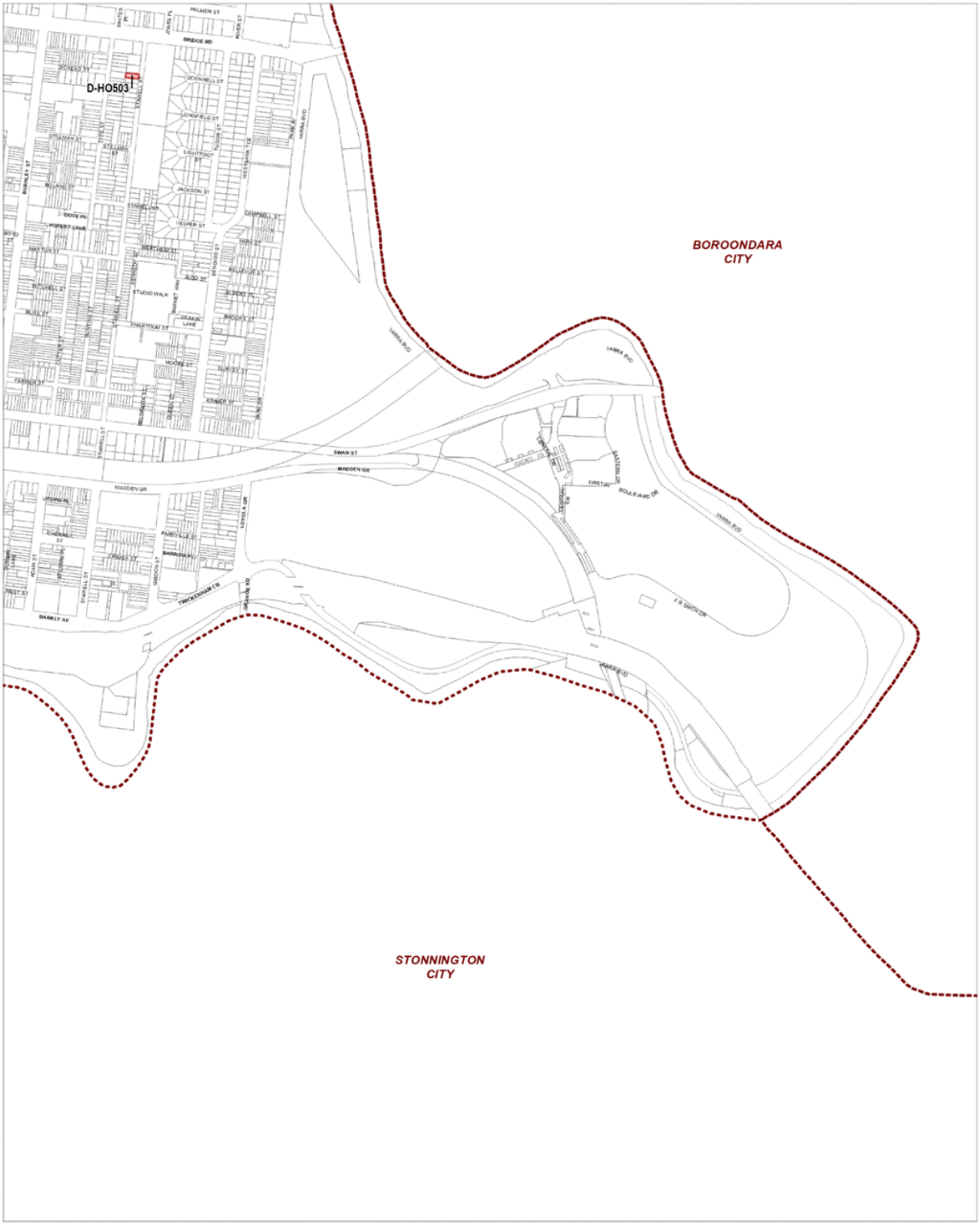
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AREA TO BE DELETED FROM A HERITAGE OVERLAY **MAP No 8HO**

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YARRA PLANNING SCHEME - LOCAL PROVISION

AMENDMENT C245



LEGEND

D- Delete Zone or Overlay

Municipal Boundary

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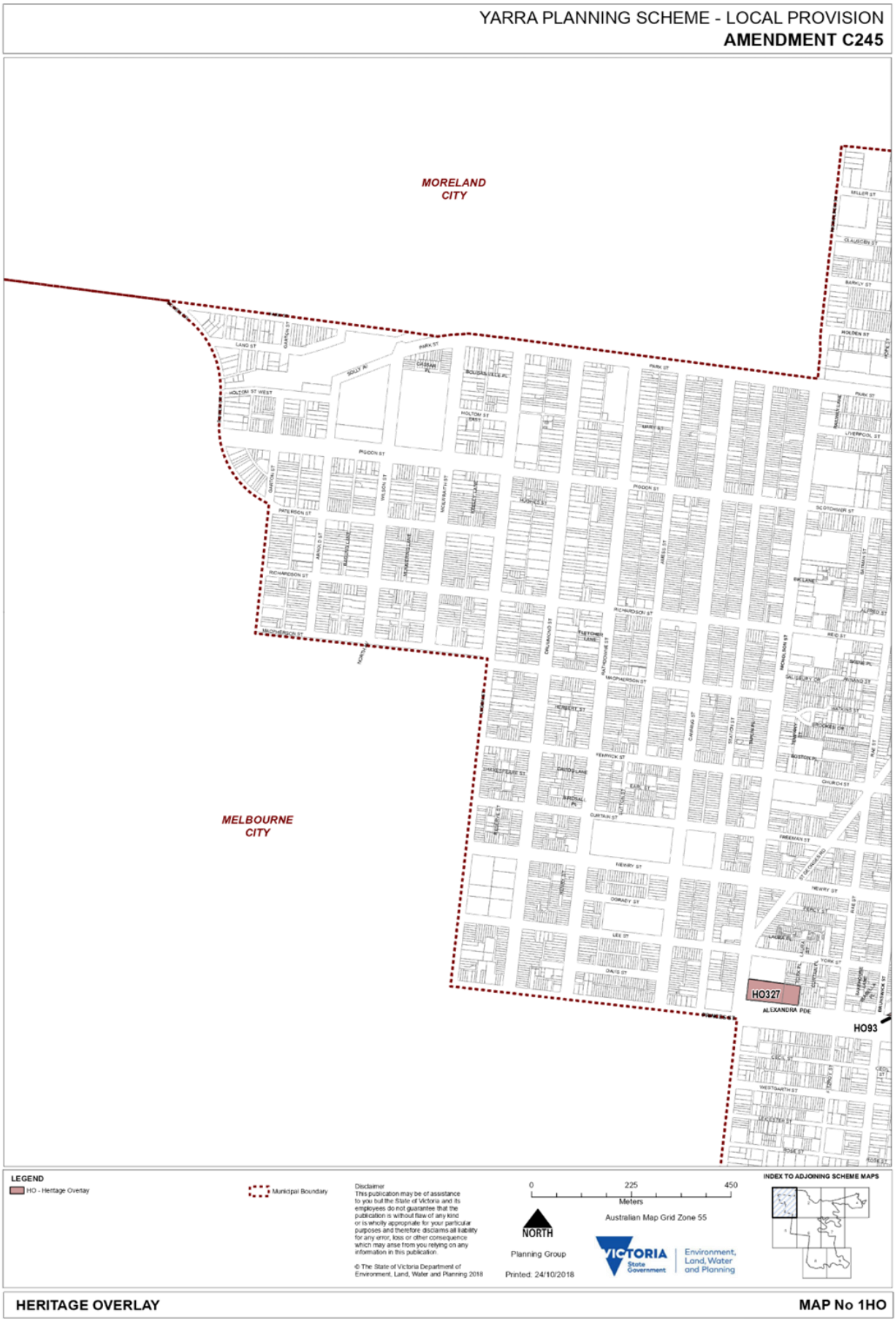
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AREA TO BE DELETED FROM A HERITAGE OVERLAY **MAP No 9HO**

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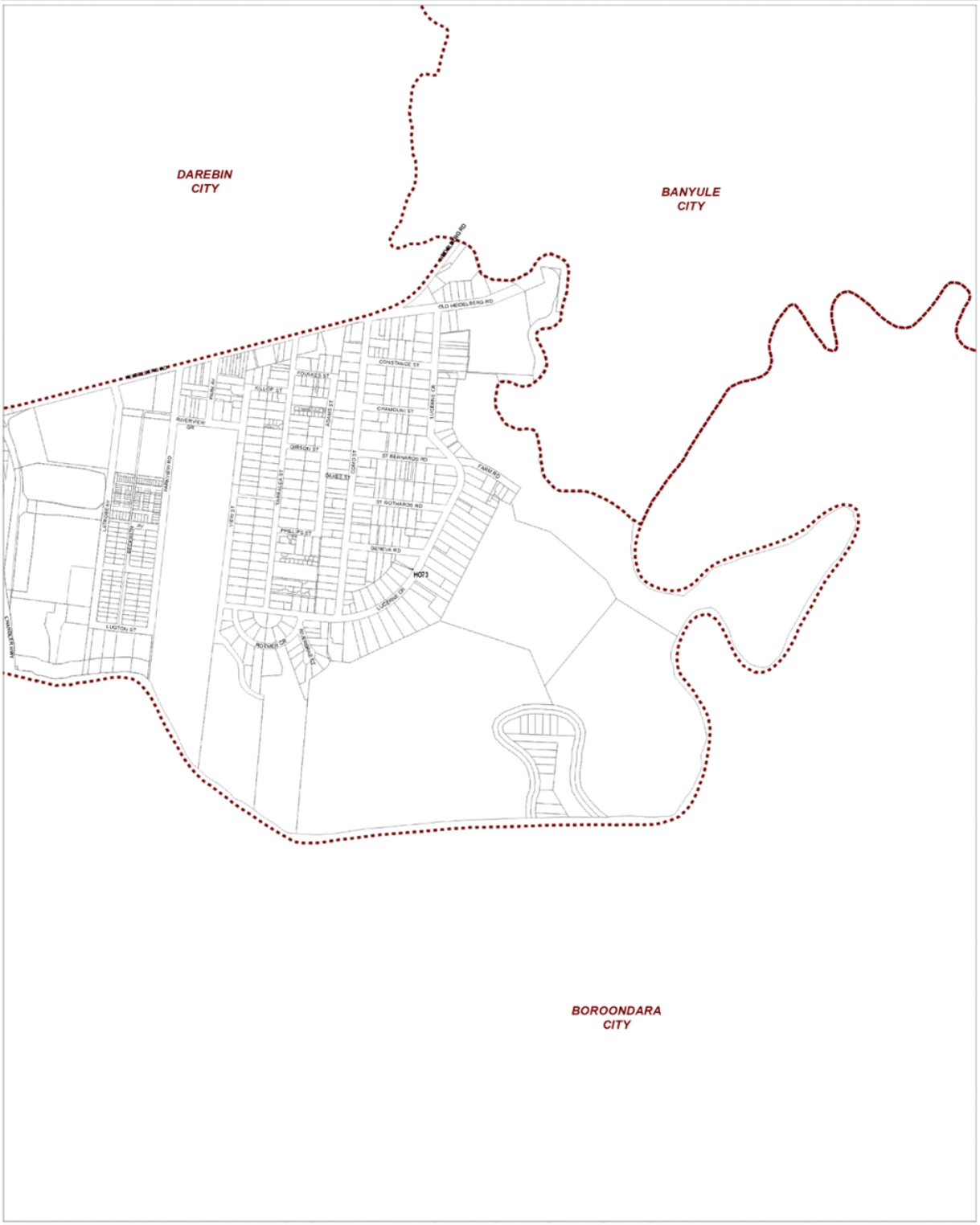


Attachment 14 - Attachment 14 - Yarra C245 - Mapping Changes



Attachment 14 - Attachment 14 - Yarra C245 - Mapping Changes

YARRA PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C245



LEGEND
HO - Heritage Overlay
Municipal Boundary

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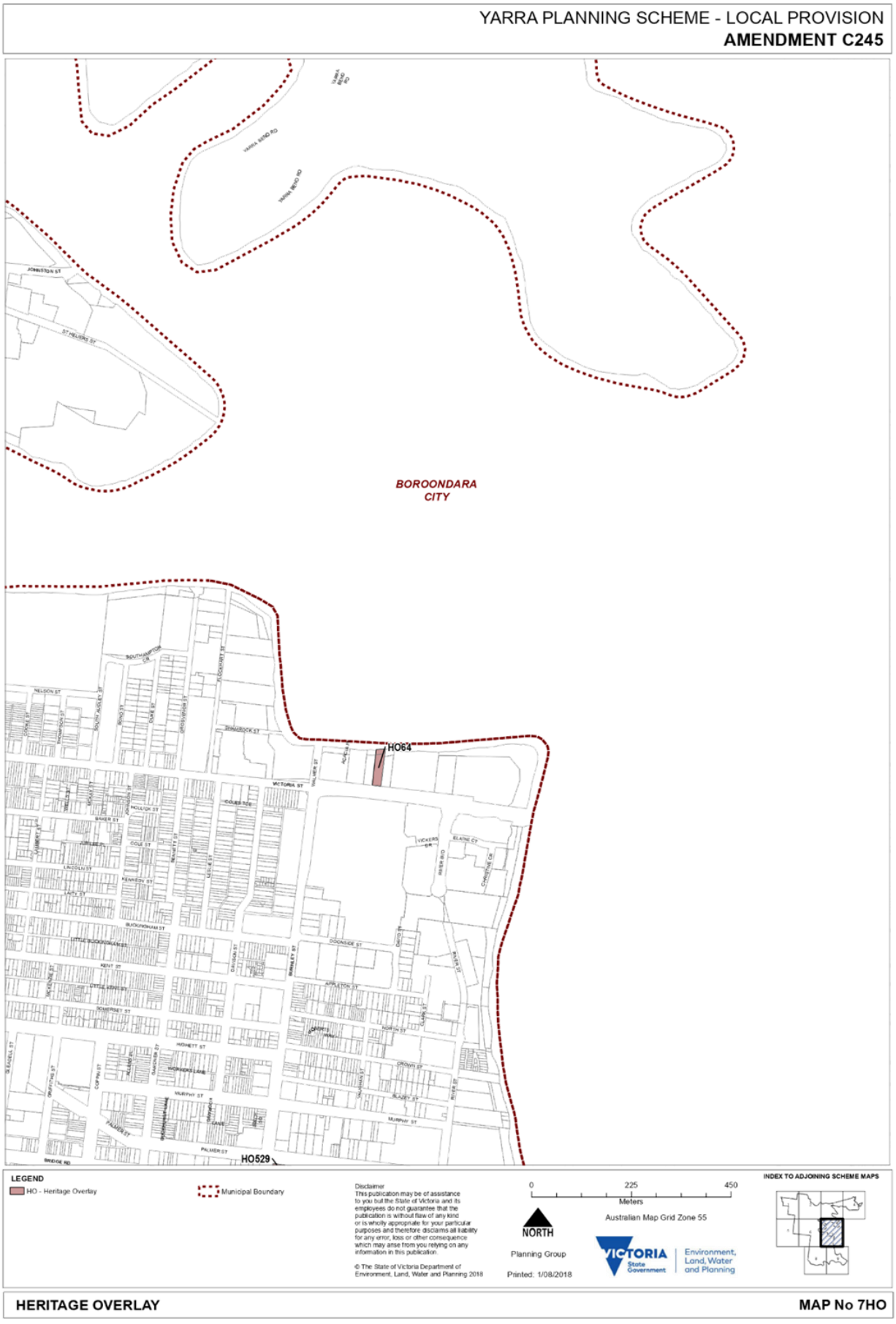
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HERITAGE OVERLAY **MAP No 4HO**

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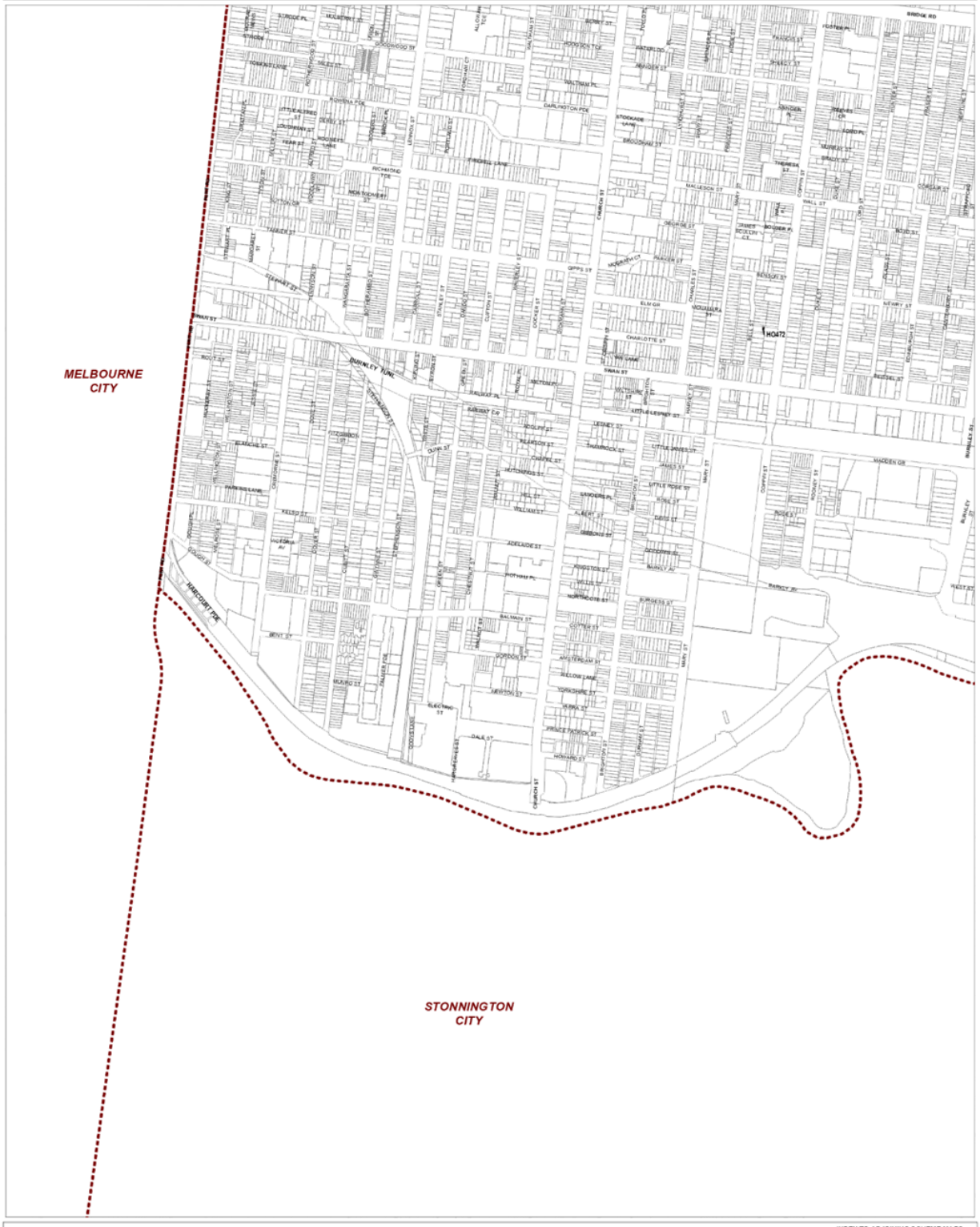
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YARRA PLANNING SCHEME - LOCAL PROVISION

AMENDMENT C245



LEGEND

HO - Heritage Overlay

Municipal Boundary

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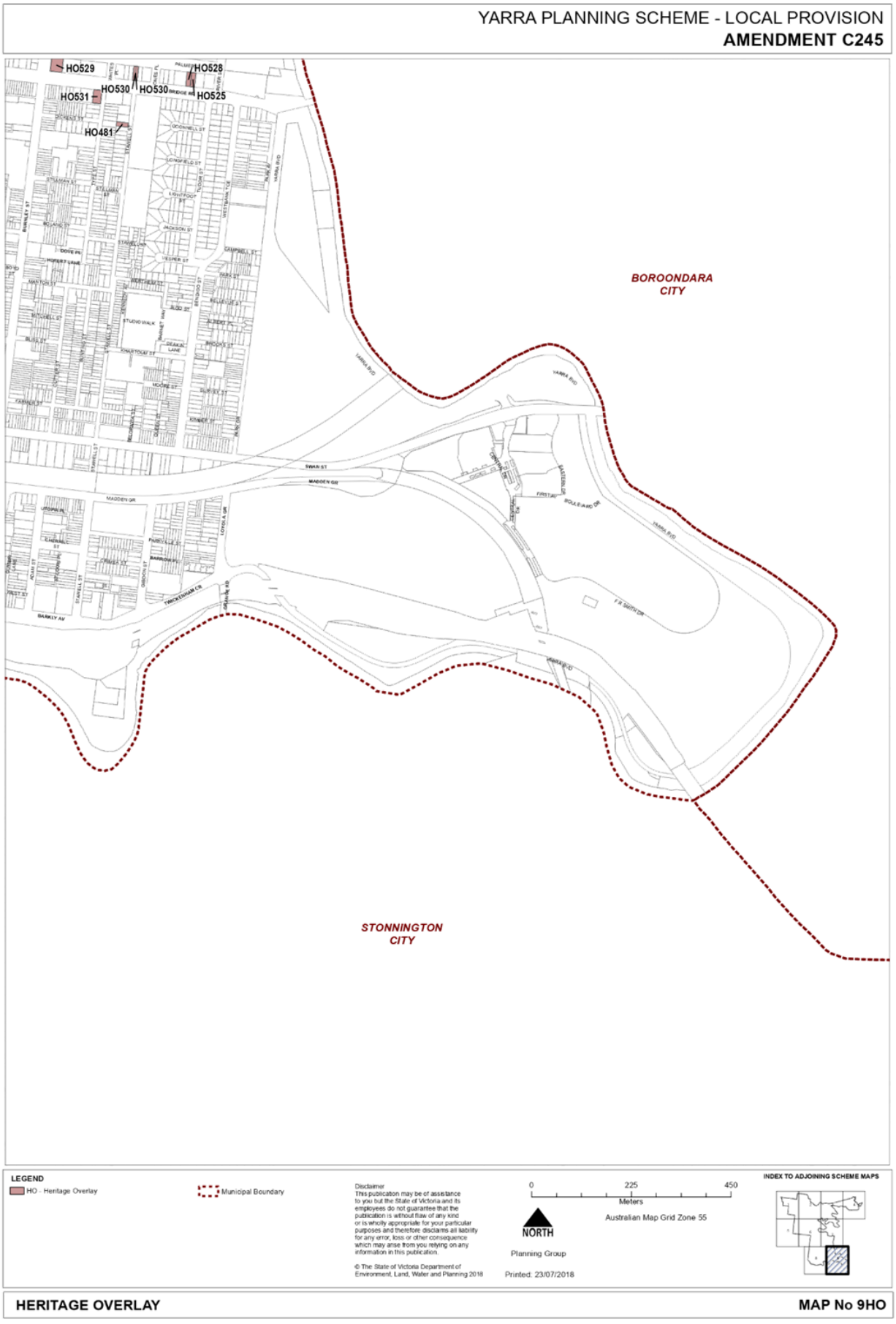
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YARRA PLANNING SCHEME

21.11 REFERENCE DOCUMENTS

--/--/---
Proposed C245yara

General

Council Plan 2005-2009.

Inner Melbourne Action Plan (October 2005).

Yarra City Council Access and Inclusion Policy (November 2004)

City of Yarra Access and Inclusion strategy 2004-2009

Disability Action Plan 2001—2004

Land Use

Yarra Residential Interface Study 2001 (City of Yarra, 2001)

Accommodation and housing

Inner Regional Housing Statement (January 2006)

Retail, entertainment and the arts

Yarra City Council Arts and Cultural Plan, 2005-2009

Inner City Entertainment Precincts Taskforce "A Good Night for All"

Industry, office and commercial

Yarra Economic Development Strategy 2001-2004

Yarra Industrial and Business Land Strategy Review (Hansen Partnerships & Charter, Keck, Cramer, September 2004).

Parks, gardens and public open space

Yarra City Council Recreation Strategy Plan 2003/2008

Built Form

Heritage

Heritage Citation: 18-22 Derby Street, Collingwood, Anthemion Consultancies (2018)

Heritage Citation: 33-45 Derby Street, Collingwood, GJM Heritage (2018)

Heritage Citation: Queens Parade, Fitzroy North Street Trees, John Patrick Landscape Architects Pty. Ltd. (2018)

Collingwood Mixed Use Pocket, Heritage Assessment & Recommendations, GJM Heritage (2018)

Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Reference Document (May 2020)

Swan Street Built Form Study Heritage Assessments & Analysis, October 2017 (GJM Heritage)

Yarra High Streets: Statements of Significance, October 2017 (GJM Heritage)

Heritage Citation: 112-124 Trenerry Crescent, Abbotsford. GJM Heritage, July 2016.

Heritage Citation: 20-60 Trenerry Crescent, Abbotsford. GJM Heritage, July 2016.

Heritage Gap Study: Review of Johnston Street East, Context Pty Ltd 2016.

Heritage Gap Study: Review of 17 Precincts Stage 2 Report, Context Pty Ltd 2014, revised 2016.

Heritage Review of Predefined Areas In Abbotsford & Collingwood Stage 2 Report, Context Pty Ltd 2015.

Heritage Gap Study: Review of Central Richmond, Stage 2 Final Report, Context Pty Ltd 2014.

City of Yarra Heritage Gaps Study – Smith Street South, Anthemion Consultancies 2014.

City of Yarra Heritage Gaps – 233-251 Victoria Street Abbotsford Anthemion Consultancies, 2012.

City of Yarra Heritage Gaps Stage Two, Graeme Butler and Associates 2009.

City of Yarra Heritage Gaps Stage One, Graeme Butler and Associates 2008.

City of Yarra Heritage Gaps Review One 2013 [Appendix A and B includes Statements of Significance] Incorporated Plan under the provisions of clause 43.01 Heritage Overlay - methodology report, Lovell Chen 2014.

City of Yarra Heritage Gaps Review Two 2013.

City of Yarra Heritage Gaps Study – 233-251 Victoria Street, Abbotsford, Anthemion Consultancies 2012.

World Heritage Environs Area Strategy Plan: Royal Exhibition Building and Carlton Gardens, Department of Planning and Community Development 2009.

City of Yarra Review of Heritage Overlay Areas [Appendix 7 includes Statements of Significance], Graeme Butler and Associates 2007 updated 2013.

Yarra Heritage Database 2007 including photos, Allom Lovell and Associates 1998.

Development Guidelines for Heritage Places (City of Yarra, 1999).

City of Yarra Heritage Review, Volumes 1-4, Allom Lovell and Associates 1998.

Protecting Archaeological Sites in Victoria, Heritage Victoria 1998.

The Burra Chater. Australian ICOMOS Charter for the Conservation of Places of Cultural Significance, as updated from time to time.

Fitzroy Urban Conservation Study Review, Allom Lovell and Associates 1992.

Collingwood Conservation Study, Andrew Ward and Associates 1989.

Richmond Conservation Study, J and T O'Connor and Coleman and Wright Architects 1985.

Carlton, North Carlton and Princes Hill Conservation Study, Nigel Lewis and Associates 1984.

City of Northcote Urban Conservation Study, Graeme Butler Architect 1982.

South Fitzroy Conservation Study, Jacob Lewis Vines Architects 1979.

North Fitzroy Conservation Study, Jacob Lewis Vines Architects 1978.

Built form character

Urban Design Guidelines for the YarraRiver Corridor (City of Yarra, 1998), as amended April 2004

City of Yarra Built Form Review 2003

Transport

Yarra Strategic TransportStatementCity of Yarra 2006

Encouraging and increasing walking strategy, City of Yarra 2005

Environmental Sustainability

The Yarra Environment Strategy: Our Sustainable Future (City of Yarra, November 2000).

Review of Policies and Controls for the Yarra River Corridor: Punt Road to Burke Road: Consultant Report (Planisphere and Jones & Whitehead, June 2005).

Middle Yarra Concept Plan (Dept. of Planning and Urban Growth, Dept. of Conservation and Environment, 1990)

Lower Yarra (Punt Road to Dights Falls) Concept Plan (Ministry for Planning and Environment, 1986)

Lower Darebin Creek Concept Plan (Darebin Creek Co-ordinating Committee, 1995)

Merri Creek Management Plan (Merri Creek Management Committee, 1997)

Merri Creek Concept Plan (Draft) (Merri Creek Management Committee, 1997)

Yarra River Corridor Strategy (City of Yarra, 1999)

Yarra Catchment Action Plan (YarraCare, 1996)

Port Phillip and Western Port Regional Catchment Strategy 2004 – 2009 (Port Phillip and Westernport Catchment Management Authority 2004)

Herring Island Enhancement Plan (Acer Wargon Chapman and EDAW AUST, 1995)

Environmental Guidelines for Major Construction Sites (Environment Protection Authority, 1996)

Yarra Bend Park Strategy Plan (Parks Victoria, 1998)

Yarra Bend Park Environmental Action Plan (Parks Victoria, April 2000)

Yarra Bend / Fairfield Area: Development Opportunities (Chris Dance Land Design and Fulcrum Town Planners, 1997)

City of Yarra Stormwater Management Plan (AWT, December 2000)

Neighbourhood Plans

Smith / Wellington Streets Mixed Use Precinct Urban Design Framework, March 2005

Victoria Street Activity Precinct Urban Design Framework, July 2004;

Victoria Street East Precinct, Richmond, Urban Design Framework prepared for the City of Yarra 16 November 2005 (mgs in association with Jones and Whitehead Pty Ltd)

Structure Plans and Local Area Plans

Johnston Street Local Area Plan, 2015

YARRA PLANNING SCHEME

22.02 DEVELOPMENT GUIDELINES FOR SITES SUBJECT TO THE HERITAGE OVERLAY

18/10/2018
C232

This policy applies to all land within a Heritage Overlay.

22.02-1 Policy Basis

30/09/2010
C85

The MSS highlights the importance of heritage to the identity and character of the municipality and one of its objectives is to protect and enhance the City's heritage places.

This policy provides guidance for the protection and enhancement of the City's identified places of cultural and natural heritage significance.

22.02-2 Definitions of Words used in this Policy

30/09/2010
C85

- Adaptation: modifying a place to suit the existing use or a proposed use.
- Architectural integrity: the quality of closely reflecting the architecture of the period in which a building was created.
- Conservation: the process of looking after a place so as to retain its cultural significance.
- Cultural significance: aesthetic, historic, scientific, social or spiritual value for past, present or future generations.
- Fabric: all the physical material of the place including components and fixtures, and can include building interiors.
- Heritage place: anything subject to the Heritage Overlay and can include a site, area, land, landscape, tree, building or other work, or group of buildings of heritage significance, and may include components or spaces. When used in the context of a building graded individually significant, the heritage place is initially the individually significant building and then the broader heritage area. When used in the context of a contributory building, the heritage place is the broader heritage area.
- Maintenance: the continuous protective care of the fabric and setting of a place. It is distinguished from repair which involves restoration and reconstruction.
- Preservation: maintaining the fabric of a place in its existing state and retarding deterioration.
- Reconstruction: returning a place to a known earlier state and is distinguished from restoration by the introduction of new material into the fabric.
- Restoration: returning the existing fabric of a place to a known earlier state and is distinguished from reconstruction by no introduction of new material into the fabric (note a permit is only required for works, repairs and routine maintenance which change the appearance of a heritage place or which are not undertaken to the same details, specifications and materials).

22.02-3 Levels of Significance

--/--/----
Proposed C245yara

Every building of cultural significance has been assessed and graded according to its heritage contribution. The levels of significance used are:

- Individually significant: The place is a heritage place in its own right. Within a Heritage Overlay applying to an area each individually significant place is also Contributory.
- Contributory: The place is a contributory element within a larger heritage place. A contributory element could include a building, building groups and works, as well as building or landscape parts such as chimneys, verandahs, wall openings, rooflines and paving.
- Not contributory: The place is not individually significant and not contributory within the heritage place.

The level of significance of every building is identified in the incorporated document, *City of Yarra Database of Heritage Significant Areas,* July 2019. Details of methodology used to determine levels of significance can be found in *City of Yarra Review of Heritage Overlay Areas 2007 (Graeme Butler and Associates)*, *City of Yarra Heritage Gaps Review Two 2013, City of Yarra Hertiage Gaps Study July, 2014 – Smith Street South (Anthemion)*, and *Heritage Gap Study: Review of Central Richmond, Stage 2 Final Report, November 2014.*

22.02-4 Objectives

30/09/2010
C85

To conserve Yarra's natural and cultural heritage.

To conserve the historic fabric and maintain the integrity of places of cultural heritage significance.

To retain significant view lines to, and vistas of, heritage places.

To preserve the scale and pattern of streetscapes in heritage places.

To encourage the preservation, maintenance, restoration and where appropriate, reconstruction of heritage places.

To ensure the adaptation of heritage places is consistent with the principles of good conservation practice.

To ensure that additions and new works to a heritage place respect the significance of the place.

To encourage the retention of 'individually significant' and 'contributory' heritage places.

To protect archaeological sites of cultural heritage significance.

22.02-5 Policy

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Proposed C245yara

It is policy to:

22.02-5.1 Demolition

Full Demolition or Removal of a Building

Generally encourage the retention of a building in a heritage place, unless

- The building is identified as being not contributory.
- The building is identified as a contributory building, and
  - 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 Database of Heritage Significant Areas, July 2019* and
  - the building does not form part of a group of similar buildings.

Note: The poor condition of a heritage place should not, in itself, be a reason for permitting demolition.

Encourage the retention of original street furniture and bluestone road or laneway materials and details (where relevant).

An application for demolition is to be accompanied by an application for new development.

Removal of Part of a Heritage Place or Contributory Elements

Encourage the removal of inappropriate alterations, additions and works that detract from the cultural significance of the place.

Generally discourage the demolition of part of an individually significant or contributory building or removal of contributory elements unless:

- That part of the heritage place has been changed beyond recognition of its original or subsequent contributory character(s).

- For a contributory building:
  - that part is not visible from the street frontage (other than a laneway), abutting park or public open space, and the main building form including roof form is maintained; or
  - the removal of the part would not adversely affect the contribution of the building to the heritage place.
- 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.

22.02-5.2 Original Location

Encourage the retention of a heritage place or a contributory element to a heritage place in its original location unless:

- The location is not an important component of the cultural significance of the heritage place.
- It can be shown that the relocation is the only reasonable means of ensuring the survival of the heritage place.

22.02-5.3 Reconstruction and Restoration

Encourage restoration of a heritage place or contributory element if evidence exists to support its accuracy.

Encourage the reconstruction of a building or works which previously existed in a heritage place if:

- The reconstruction will enhance the heritage significance of the heritage place
- Evidence exists to support the accuracy of the reconstruction.

Encourage the reconstruction of original or contributory elements where they have been removed. These elements include, but are not limited to, chimneys, fences, verandahs, roofs and roof elements, wall openings and fitting (including windows and doors), shopfronts and other architectural details and features.

22.02-5.4 Painting and Surface Treatments

Encourage the removal of paint from originally unpainted masonry surfaces.

Encourage the retention of historic painted signs.

Discourage the sand blasting of render, masonry or timber surfaces; and the painting of unpainted surfaces.

Encourage paint colours to be consistent with the period of the heritage place.

22.02-5.5 Culturally Significant Trees

Encourage the retention of culturally significant trees in a heritage place unless:

- The trees are to be removed as part of a maintenance program to manage loss of trees due to deterioration caused by old age or disease.
- The trees are causing structural damage to an existing structure and remedial measures (such as root barriers and pruning) cannot be implemented.

Ensure additions and new works respect culturally significant trees (and where possible, significant garden layouts) by siting proposed new development at a distance that ensures the ongoing health of the tree.

22.02-5.6 Subdivision

Support the subdivision of sites which do not detract from the heritage value of the place or contributory element.

Where appropriate, use a building envelope plan to protect the heritage values of the place. The building envelope plans should:

- Reflect the original rhythm of the streetscape.
- Allow sufficient space surrounding the heritage place or contributory element to a heritage place to retain its significance or contribution.

22.02-5.7 New Development, Alterations or Additions

22.02-5.7.1 General

Encourage the design of new development and alterations and additions to a heritage place or a contributory element to a heritage place to:

- Respect the pattern, rhythm, orientation to the street, spatial characteristics, fenestration, roof form, materials and heritage character of the surrounding historic streetscape.
- Be articulated and massed to correspond with the prevailing building form of the heritage place or contributory elements to the heritage place.
- Be visually recessive and not dominate the heritage place.
- Be distinguishable from the original historic fabric.
- Not remove, cover, damage or change original historic fabric.
- Not obscure views of principle façades.
- Consider the architectural integrity and context of the heritage place or contributory element.

Encourage setbacks from the principal street frontage to be similar to those of adjoining contributory buildings; where there are differing adjoining setbacks, the greater setback will apply.

Encourage similar façade heights to the adjoining contributory elements in the street. Where there are differing façade heights, the design should adopt the lesser height.

Minimise the visibility of new additions by:

- Locating ground level additions and any higher elements towards the rear of the site.
- Encouraging ground level additions to contributory buildings to be sited within the 'envelope' created by projected sight lines (see Figure 1)
- Encouraging upper level additions to heritage places to be sited within the 'envelope' created by projected sight lines (for Contributory buildings refer to Figure 2 and for Individually significant buildings refer to Figure 3).
- Encouraging additions to individually significant places to, as far as possible, be concealed by existing heritage fabric when viewed from the front street and to read as secondary elements when viewed from any other adjoining street.

Discourage elements which detract from the heritage fabric or are not contemporary with the era of the building such as unroofed or open upper level decks or balconies, reflective glass, glass balustrades and pedestrian entrance canopies.

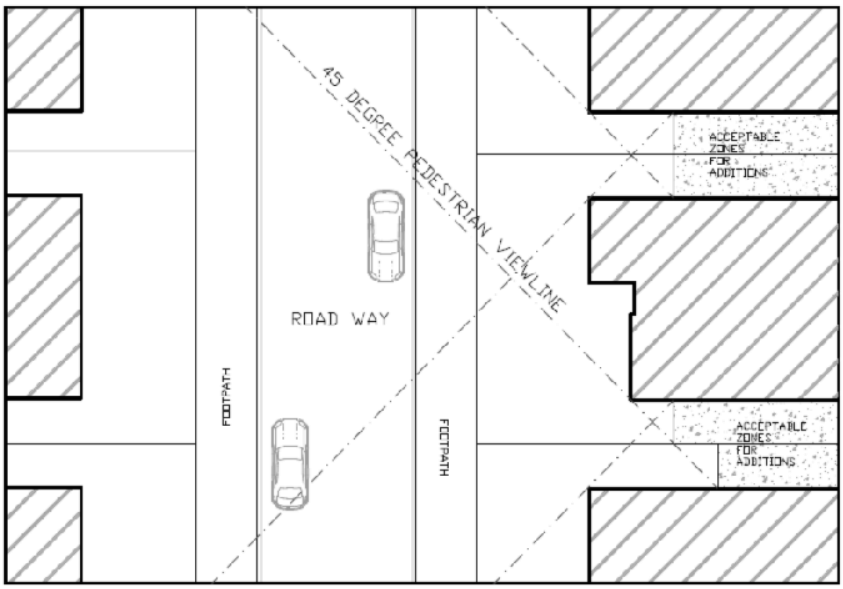


Figure 1 acceptable areas for ground level additions are sited within the area created by drawing a 45 degree view line from the opposite footpath through the front corner of the subject building and the corners of adjacent buildings.

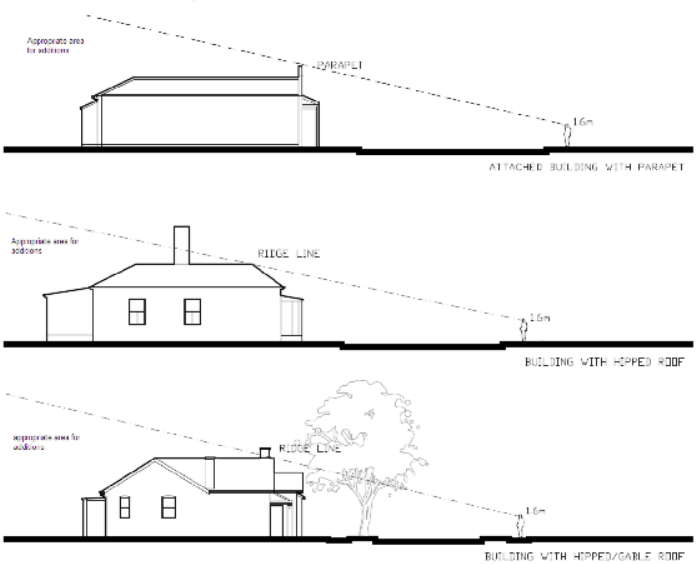


Figure 2 – appropriate areas for upper level additions to contributory buildings are sited within the 'envelope' created by projecting a sight line from 1.6 metres above ground level (eye level of average adult person) from the footpath on the opposite side of the street through the top of the front parapet or the ridge line of the principal roof form.

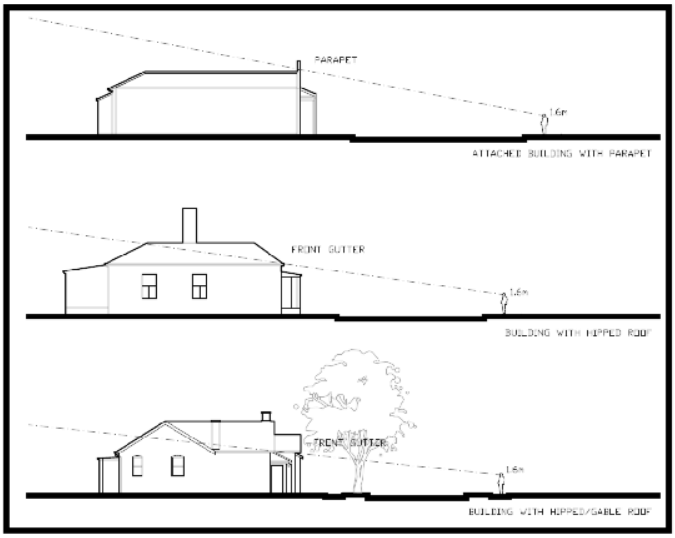


Figure 3 – appropriate areas for upper level additions to individually significant buildings are sited within the 'envelope' created by projecting a sight line from 1.6 metres above ground level (eye level of average adult person) from the footpath on the opposite side of the street through the top of the front parapet or the gutter line of the principal roof form.

22.02-5.7.2 Specific Requirements (where there is a conflict or inconsistency between the general and specific requirements, the specific requirements prevail)

Corner Sites and Sites with Dual Frontages

Encourage new building and additions on a site with frontages to two streets, being either a corner site or a site with dual street frontages, to respect the built form and character of the heritage place and adjoining or adjacent contributory elements to the heritage place.

Encourage new buildings on corner sites to reflect the setbacks of buildings that occupy other corners of the intersection.

Residential Upper Storey Additions

Encourage new upper storey additions to residential heritage places or contributory elements to heritage places to:

- Preserve the existing roof line, chimney(s) and contributory architectural features that are essential components of the architectural character of the heritage place or contributory elements to the heritage place.
- Respect the scale and form of the heritage place or contributory elements in the heritage place by stepping down in height and setting back from the lower built forms.

Sightlines should be provided to indicate the 'envelope' from the street of proposed upper storey additions (refer to the sightline diagrams in 22.02-5.7.1).

Industrial, Commercial and Retail Heritage Place or Contributory Elements

Encourage new upper level additions and works to:

- Respect the scale and form of the existing heritage place or contributory elements to the heritage place by being set back from the lower built form elements. Each higher element should be set further back from lower heritage built forms.
- Incorporate treatments which make them less apparent.

Carports, Car Spaces, Garages, and Outbuildings

Encourage carports, car spaces, garages and outbuildings to be set back behind the front building line (excluding verandahs, porches, bay windows or similar projecting features) of the heritage place or contributory element or to be reasonably obscured. New works should be sited within the 'envelope' shown in Figure 1 of 22.02-5.7.1.

Discourage:

- new vehicle crossovers in streets with few or no crossovers
- high fencing, doors and boundary treatments associated with car parking that are unrelated to the historic character of the area
- new vehicle crossovers in excess of 3 metres wide in residential streets.

Front Fences and Gates

Encourage front fences and gates to be designed to

- allow views to heritage places or contributory elements from surrounding streets
- be a maximum of 1.2 metres high if solid or 1.5 metres high if more than 50% transparent (excluding fence posts)
- be consistent with the architectural period of the heritage place or contributory element to the heritage place.

Ancillaries and Services

Encourage ancillaries or services such as satellite dishes, shade canopies and sails, access ladders, air conditioning plants, wall and roof top mounted lighting, roof top gardens and their associated planting, water meters, and as far as practical aerials, to contributory or significant buildings, to be concealed when viewed from street frontage.

Where there is no reasonable alternative location, ancillaries and services which will reduce green house gas emissions or reduce water consumption, such as solar panels or water storage tanks, or provide universal access (such as wheel chair ramps), may be visible but should be sensitively designed.

Encourage ancillaries or services in new development to be concealed or incorporated into the design of the building.

Encourage ancillaries or services to be installed in a manner whereby they can be removed without damaging heritage fabric.

22.02-6 Archaeological Sites

30/09/2010
C85

Encourage applicants to consult with Heritage Victoria where any proposed buildings or works may affect archaeological relics to facilitate compliance with Part 6 of the *Heritage Act 1995* (Protection of Archaeological Places).

22.02-7 Decision Guidelines

30/09/2010
C85

Before deciding on an application the responsible authority will consider:

- Whether there should be an archival recording of the original building or fabric on the site.
- The heritage significance of the place or element as cited in the relevant Statement of Significance or Building Citation.

22.02-8 References

--/--/---
Proposed C245yara

Heritage Citation: 18-22 Derby Street, Collingwood, Anthemion Consultancies (2018)

Heritage Citation: 33-45 Derby Street, Collingwood, GJM Heritage (2018)

Heritage Citation: Queens Parade, Fitzroy North Street Trees, John Patrick Landscape Architects Pty. Ltd. (2018)

Collingwood Mixed Use Pocket, Heritage Assessment & Recommendations, GJM Heritage (2018)

Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Reference Document (May 2020)

Heritage Citation: 112-124 Trenerry Crescent, Abbotsfod. GJM Heritage, July 2016.

Heritage Citation: 20-60 Trenerry Crescent, Abbotsfod. GJM Heritage, July 2016.

Heritage Gap Study: Review of Johnston Street East, Context Pty Ltd 2016.

Heritage Gap Study: Review of 17 Precincts Stage 2 Report, Context Pty Ltd 2014, revised 2016.

Heritage Review of Predefined Areas In Abbotsford & Collingwood Stage 2 Report, Context Pty Ltd 2015.

Heritage Gap Study: Review of Central Richmond, Stage 2 Final Report, Context Pty Ltd 2014.

City of Yarra Heritage Gaps Study – Smith Street South,Anthemion Consultancies 2014.

City of Yarra Heritage Gaps – 233-251 Victoria Street Abbotsford Anthemion Consultancies, 2012.

City of Yarra Heritage Gaps Stage Two, Graeme Butler and Associates 2009.

City of Yarra Heritage Gaps Stage One, Graeme Butler and Associates 2008.

City of Yarra Heritage Gaps Review One 2013 [Appendix A and B includes Statements of Significance] Incorporated Plan under the provisions of clause 43.01 Heritage Overlay - methodology report, Lovell Chen 2014.

City of Yarra Heritage Gaps Review Two 2013.

City of Yarra Heritage Gaps Study – 233-251 Victoria Street, Abbotsford, Anthemion Consultancies 2012.

City of Yarra Review of Heritage Overlay Areas [Appendix 7 includes Statements of Significance], Graeme Butler and Associates 2007 updated 2013.

Yarra Heritage Database 2007 including photos, Allom Lovell and Associates 1998.

City of Yarra Heritage Review, Volumes 1-4, Allom Lovell and Associates 1998.

Protecting Archaeological Sites in Victoria, Heritage Victoria 1998.

The Burra Charter. Australian ICOMOS Charter for the Conservation of Places of Cultural Significance, as updated from time to time.

Fitzroy Urban Conservation Study Review, Allom Lovell and Associates 1992.

Collingwood Conservation Study, Andrew Ward and Associates 1989.

Richmond Conservation Study, J and T O'Connor and Coleman and Wright Architects 1985.

Carlton, North Carlton and Princes Hill Conservation Study, Nigel Lewis and Associates 1984.

City of Northcote Urban Conservation Study, Graeme Butler Architect 1982.

South Fitzroy Conservation Study, Jacob Lewis Vines Architects 1979.

North Fitzroy Conservation Study, Jacob Lewis Vines Architects 1978.

Attachment 17 - Attachment 17 - Yarra C245 - SCHEDULE TO CLAUSE 43.01 - Adoption

YARRA PLANNING SCHEME

14/03/2019
C261yara

SCHEDULE TO CLAUSE 43.01 HERITAGE OVERLAY

1.0 Application requirements

22/11/2018
C236

None specified.

2.0 Heritage places

--/--/---
Proposed C245yara

The requirements of this overlay apply to both the heritage place and its associated land.

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO1	40 ABBOTSFORD STREET ABBOTSFORD Timber Cottage **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO2	42 ABBOTSFORD STREET ABBOTSFORD Gothick House **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO3	2-4 BOND STREET ABBOTSFORD Former Grosvenor Common School	-	-	-	-	Yes Ref No H654	No	No
HO4	31-35 CHURCH STREET ABBOTSFORD Terrace **Incorporated plan:**	Yes	No	No	No	No	No	No

YARRA PLANNING SCHEME

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
	Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014							
HO5	67 CHURCH STREET ABBOTSFORD River House **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO6	13 CLARKE STREET ABBOTSFORD House **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO7	29 CLARKE STREET ABBOTSFORD Yarradale Flats **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	Yes	No	No	No
HO8	31-37 CLARKE STREET ABBOTSFORD Terrace **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	Yes	No	No	No
HO9	CLARKE STREET / ST HELIERS STREET ABBOTSFORD Former Convent of the Good Shepherd	-	-	-	-	Yes Ref No H951	No	No

YARRA PLANNING SCHEME

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO9	CLARKE STREET / ST HELIERS STREET ABBOTSFORD Former Convent of the Good Shepherd complex, including surrounding land uses and associated trees **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	Yes	No	No	No	No
HO10	CNR HENRY GIPPS STREET ABBOTSFORD Collingwood United Masonic Temple **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO11	2 GREENWOOD STREET ABBOTSFORD Former Stables **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	Yes	No	No	No
HO12	GROSVENOR STREET ABBOTSFORD Former Phoenix Biscuit Co. complex **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO13	13 GROSVENOR STREET ABBOTSFORD House **Incorporated plan:**	Yes	No	No	No	No	No	No

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
	Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014							
HO14	19 GROSVENOR STREET ABBOTSFORD House **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO15	2 HODDLE STREET ABBOTSFORD Former Robert Reid Clothing Factory **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO16	48 HODDLE STREET ABBOTSFORD Yorkshire Stingo Hotel **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO17	140 HODDLE STREET ABBOTSFORD Collingwood Town Hall	-	-	-	-	Yes Ref No H140	Yes	No
HO18	198-210 HODDLE STREET ABBOTSFORD Former Whybrow's Shoe Factory **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO19	324-326 HODDLE STREET ABBOTSFORD Former Trescowthick's Boot Factory **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO20	265 JOHNSTON STREET House **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO21	295 JOHNSTON STREET ABBOTSFORD Yarra Hotel **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO22	395 JOHNSTON STREET ABBOTSFORD House **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	Yes	No	No	No
HO23	397 JOHNSTON STREET ABBOTSFORD House **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	Yes	No	No	No

YARRA PLANNING SCHEME

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO24	202 LANGRIDGE STREET ABBOTSFORD Former William Shoe Factory **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO25	211 LANGRIDGE STREET ABBOTSFORD Former Shop **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO26	213 LANGRIDGE STREET ABBOTSFORD Former Shop **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	Yes	No	No	No
HO27	233 LANGRIDGE STREET ABBOTSFORD House **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO28	LITHGOW STREET ABBOTSFORD Abbotsford Primary School **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No

YARRA PLANNING SCHEME

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO29	34 LULIE STREET ABBOTSFORD Dorothy Terrace	-	-	-	-	Yes Ref No H1034	No	No
HO30	36 LULIE STREET ABBOTSFORD Dorothy Terrace	-	-	-	--	Yes Ref No H1035	No	No
HO31	38 LULIE STREET ABBOTSFORD Dorothy Terrace	-	-	-	-	Yes Ref No H1036	No	No
HO32	40 LULIE STREET ABBOTSFORD Dorothy Terrace	-	-	-	-	Yes Ref No H1037	No	No
HO33	42 LULIE STREET ABBOTSFORD Dorothy Terrace	-	-	-	-	Yes Ref No H1038	No	No
HO34	44 LULIE STREET ABBOTSFORD Dorothy Terrace	-	-	-	-	Yes Ref No H1039	No	No
HO35	46 LULIE STREET ABBOTSFORD Dorothy Terrace	-	-	-	-	Yes Ref No H1040	No	No
HO36	48 LULIE STREET ABBOTSFORD Dorothy Terrace	-	-	-	-	Yes Ref No H1041	No	No
HO37	24 MAYFIELD STREET ABBOTSFORD House **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	Yes	No	No	No

Attachment 17 - Attachment 17 - Yarra C245 - SCHEDULE TO CLAUSE 43.01 - Adoption

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO38	39 NICHOLSON STREET ABBOTSFORD Residence	-	-	-	-	Yes Ref No H142	No	No
HO39	41 NICHOLSON STREET ABBOTSFORD Residence	-	-	-	-	Yes Ref No H143	No	No
HO40	48 -60 NICHOLSON STREET ABBOTSFORD Former Denton Hat Mills	-	-	-	-	Yes Ref No H815	Yes	No
HO41	1 PARK STREET ABBOTSFORD House **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO42	11 PARK STREET ABBOTSFORD Glandmire House **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO43	22 PARK STREET ABBOTSFORD House **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO44	23 PATERSON STREET ABBOTSFORD House **Incorporated plan:**	Yes	No	No	Yes	No	No	No

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
	Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014							
HO45	1 RAPHAEL STREET ABBOTSFORD House **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO46	4 SOUTHAMPTON CRESCENT ABBOTSFORD Former Kodak Factory **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO47	11 STANTON STREET ABBOTSFORD Former Church of Christ	-	-	-	-	Yes Ref No H141	Yes	No
HO48	Yarra River OFF TRENERRY CRESCENT ABBOTSFORD Dights Mill Site	-	-	-	-	Yes Ref No H1522	No	No
HO49	29 VALIANT STREET ABBOTSFORD House **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO50	6 VICTORIA CRESCENT ABBOTSFORD House **Incorporated plan:**	Yes	No	No	Yes	No	No	No

Attachment 17 - Attachment 17 - Yarra C245 - SCHEDULE TO CLAUSE 43.01 - Adoption

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
	Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014							
HO51	18 VICTORIA CRESCENT ABBOTSFORD Former Hatchers Laundry **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO52	57-63 VICTORIA CRESCENT ABBOTSFORD Former Tweedside Mills **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO53	231 VICTORIA STREET ABBOTSFORD Former State Savings Bank **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO54	261 VICTORIA STREET ABBOTSFORD Former National Bank **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO55	275-277 VICTORIA STREET ABBOTSFORD Shops **Incorporated plan:**	Yes	No	No	No	No	No	No

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
	Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014							
HO56	295 VICTORIA STREET ABBOTSFORD Shop **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO57	297-301 VICTORIA STREET ABBOTSFORD Shops **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO58	371-377 VICTORIA STREET ABBOTSFORD Shops **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO59	385 VICTORIA STREET ABBOTSFORD Former East Collingwood Hotel **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO60	459-465 VICTORIA STREET ABBOTSFORD Shops **Incorporated plan:**	Yes	No	No	No	No	No	No

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
	Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014							
HO61	511 VICTORIA STREET ABBOTSFORD Shop **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO62	605 VICTORIA STREET ABBOTSFORD Former Brickmakers Arms Hotel (Terminus Hotel) **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO63	651-653 VICTORIA STREET ABBOTSFORD Former Crusader Plate Building **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO64	655 VICTORIA STREET ABBOTSFORD Former Handley & Tilley Building **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO65	663 VICTORIA STREET ABBOTSFORD Former Alma Woolworks Complex **Incorporated plan:**	Yes	No	No	No	No	No	No

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PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
	Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014							
HO66	1 CHANDLER HIGHWAY ALPHINGTON Aratapu **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO67	Yarra River CHANDLER HIGHWAY ALPHINGTON Chandler Highway Bridge	-	-	-	-	Yes Ref No H2354	No	No
HO68	17 COMO STREET ALPHINGTON Balclutha **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO69	20 COMO STREET ALPHINGTON Traquair **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO70	626 HEIDELBERG ROAD ALPHINGTON Australian Paper Mills **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No

YARRA PLANNING SCHEME

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO71	756-758 HEIDELBERG ROAD ALPHINGTON Shops **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO72	838-852 HEIDELBERG ROAD ALPHINGTON Tower Hotel **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO73	53 LUCERNE CRESCENT ALPHINGTON House **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	Yes	Yes	No	No	No
HO74	54 LUCERNE CRESCENT ALPHINGTON House **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO75	65 LUCERNE CRESCENT ALPHINGTON House **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No

YARRA PLANNING SCHEME

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO76	75 LUCERNE CRESCENT ALPHINGTON House **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO77	93 LUCERNE CRESCENT ALPHINGTON House **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO78	18 OLD HEIDELBERG ROAD ALPHINGTON House **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO79	Darebin Creek OLD HEIDELBERG ROAD ALPHINGTON Footbridge **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO80	5-7 REX AVENUE ALPHINGTON Alameda **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No

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PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO81	3 ROEMER CRESCENT ALPHINGTON Rosemount **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO82	1 TOWER AVENUE ALPHINGTON Edgebaston **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO83	1 VIEW STREET ALPHINGTON Bokhara **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	Yes	No	No	No	No	No
HO84	31 YARRAFORD AVENUE ALPHINGTON House **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO85	94 ALEXANDRA PARADE CLIFTON HILL Shot Tower	-	-	-	-	Yes Ref No H709	Yes	No
HO86	183-185 GOLD STREET CLIFTON HILL Gold Street Primary School No. 1360	-	-	-	-	Yes Ref No H1621	No	No

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PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO87	19-27 GRANT STREET CLIFTON HILL Former Clifton Sawmills and Box Factory Chimney **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO88	47-55 GRANT STREET CLIFTON HILL Houses **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO89	457 HODDLE STREET CLIFTON HILL Former Murray & Co Wool Works **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO90	1 HEIDELBERG ROAD CLIFTON HILL Clifton Hill Railway Station Complex	-	-	-	-	Yes Ref No H1668	Yes	No
HO91	19-31 JOHN STREET CLIFTON HILL Railway Terrace **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO92	199 QUEENS PARADE CLIFTON HILL Former United Kingdom Hotel (now McDonald's)	-	-	-	-	Yes Ref No H684	Yes	No

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PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO93	QUEENS PARADE, BETWEEN ALEXANDRA PARADE & DELBRIDGE STREET CLIFTON HILL/ NORTH FITZROY Street Trees **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	Yes	No	No	No	No
HO94	BETWEEN NORTH TERRACE AND SOUTH TERRACE CLIFTON HILL Darling Gardens **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	Yes	No	No	No	No
HO95	15-17 BEDFORD STREET COLLINGWOOD Former Boot Factory **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO96	33-47 BEDFORD STREET COLLINGWOOD Purfleet Cottages **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO97	66 CROMWELL STREET COLLINGWOOD Cromwell Heights **Incorporated plan:**	Yes	No	No	No	No	No	No

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
	Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014							
HO98	1 DERBY STREET COLLINGWOOD Derby House **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO99	2 DERBY STREET COLLINGWOOD House **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO100	3-7 DERBY STREET COLLINGWOOD Terrace **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	Yes	No	No	No
HO101	8 DERBY STREET COLLINGWOOD House **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO102	10-16 DERBY STREET COLLINGWOOD Terrace **Incorporated plan:**	Yes	No	No	No	No	No	No

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PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
	Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014							
HO103	51-55 GIPPS STREET COLLINGWOOD Glasshouse Hotel **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO104	31 HARMSWORTH STREET COLLINGWOOD Former Children's Church **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO105	16 ISLINGTON STREET COLLINGWOOD Former Smalley & Harkness Boot Factory **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO106	61 ISLINGTON STREET COLLINGWOOD James Hood & Co. Malthouse **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO107	8 -10 JOHNSTON STREET COLLINGWOOD Belmont	-	-	-	-	Yes Ref No H871	Yes	No

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PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO108	51 KEELE STREET COLLINGWOOD Former Friendly Societies Hotel **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO109	55 LANGRIDGE STREET COLLINGWOOD Former William Peatt Boot Factory **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO110	143 -145 LANGRIDGE STREET COLLINGWOOD Terrace **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	Yes	No	No	No
HO111	147-149 LANGRIDGE STREET COLLINGWOOD Terrace **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	Yes	No	No	No
HO112	151-153 LANGRIDGE STREET COLLINGWOOD Terrace **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No

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PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO113	160-176 LANGRIDGE STREET COLLINGWOOD Terrace **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	Yes	No	No	No
HO114	COLLINGWOOD COLLEGE, CNR MCCUTCHEON WAY AND CROMWELL STREET COLLINGWOOD Doll's House	-	-	-	-	Yes Ref No H954	Yes	No
HO115	12 NAPOLEON STREET COLLINGWOOD Houses **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	Yes	No	No	No
HO116	NORTHUMBERLAND STREET COLLINGWOOD Former Victoria Old Distillery **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO117	46 OTTER STREET COLLINGWOOD St Joseph's Presbytery **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	Yes	No	No	No
HO118	46 OTTER STREET COLLINGWOOD St Joseph's Roman Catholic Church	Yes	No	No	Yes	No	No	No

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
	Incorporated plan: Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014							
HO119	46 OTTER STREET COLLINGWOOD St Joseph's School **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	Yes	No	No	No
HO120	46 OTTER STREET COLLINGWOOD St Joseph's Church Hall **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	Yes	No	No	No
HO121	37 OXFORD STREET COLLINGWOOD House **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO122	39 -41 OXFORD STREET COLLINGWOOD Houses **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	Yes	No	No	No
HO123	50-52 OXFORD STREET COLLINGWOOD Terrace	Yes	No	No	No	No	No	No

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
	Incorporated plan: Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014							
HO124	51-55 OXFORD STREET COLLINGWOOD Terrace **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO125	57-63 OXFORD STREET COLLINGWOOD Terraces **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO126	58-62 OXFORD STREET COLLINGWOOD Terrace **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	Yes	No	No	No
HO127	79-93 OXFORD STREET COLLINGWOOD Part of former Foy & Gibson Complex (Furnishings Warehouse and Clothing Factory)	-	-	-	-	Yes Ref No H896	No	No
HO128	95-101 OXFORD STREET COLLINGWOOD Part of former Foy & Gibson Complex	-	-	-	-	Yes Ref No H897	No	No

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PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
	(Powerhouse and Motor Garage)							
HO129	68-158 OXFORD STREET 103-115 OXFORD STREET 158-172 OXFORD STREET 107-131 CAMBRIDGE STREET AND 7 STANLEY STREET COLLINGWOOD Part of former Foy & Gibson Complex	-	-	-	-	Yes Ref No H755	No	No
HO130	92-94 PERRY STREET COLLINGWOOD Terrace **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO131	112A ROKEBY STREET COLLINGWOOD Former United Tannery and Boot Factory **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO132	89 RUPERT STREET COLLINGWOOD Former Davis' Pickle And Sauce Factory **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO133	25 -27 SACKVILLE STREET COLLINGWOOD Former Methodist Mission Church	Yes	No	No	Yes	No	No	No

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PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
	Incorporated plan: Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014							
HO134	136 SACKVILLE STREET COLLINGWOOD Singapore Cottage	-	-	-	-	Yes Ref No H610	Yes	No
HO135	114 SMITH STREET COLLINGWOOD Grace Darling Hotel	-	-	-	-	Yes Ref No H660	No	No
HO136	174-180 SMITH STREET COLLINGWOOD Former Collingwood Post Office	-	-	-	-	Yes Ref No H973	No	No
HO137	2 STANLEY STREET COLLINGWOOD House **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	Yes	No	No	No
HO138	135 -141 VICTORIA PARADE COLLINGWOOD Prince Patrick Hotel and Shops **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO139	159 VICTORIA PARADE COLLINGWOOD Former Ebenezer Particular Baptist Church **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No

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PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO140	59 WELLINGTON STREET COLLINGWOOD The Vine Hotel **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO141	1-21 ROBERT STREET & 88 WELLINGTON STREET COLLINGWOOD Former Yorkshire Brewery	-	-	-	-	Yes Ref No H807	No	No
HO142	125 WELLINGTON STREET COLLINGWOOD Sir Robert Peel Hotel **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO143	162 WELLINGTON STREET COLLINGWOOD Former Free Medical Mission Dispensary (Singleton Medical Centre)	-	-	-	-	Yes Ref No H497	No	No
HO144	215 WELLINGTON STREET COLLINGWOOD Former St.George's Presbyterian Church **Incorporated plan:** **Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014**	Yes	No	No	No	No	No	No
HO145	259 WELLINGTON STREET COLLINGWOOD Portsea House **Incorporated plan:**	Yes	No	No	No	No	No	No

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PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
	Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014							
HO146	FAIRFIELD PARK DRIVE FAIRFIELD Fairfield Boathouse **Incorporated plan:** **Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014**	Yes	No	No	No	No	No	No
HO147	FAIRFIELD PARK DRIVE FAIRFIELD Fairfield Park **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	Yes	No	No	No	No
HO148	17 BELL STREET FITZROY Former Exhibition High School Residence	-	-	-	-	Yes Ref No H1726	No	No
HO149	40-48 BELL STREET FITZROY Former National School	-	-	-	-	Yes Ref No H1031	No	No
HO150	9 BRUNSWICK STREET FITZROY Dodgshun House	-	-	-	-	Yes Ref No H1706	No	No
HO151	11 BRUNSWICK STREET FITZROY Residence	-	-	-	-	Yes Ref No H149	No	No
HO152	13 BRUNSWICK STREET FITZROY Shop and residence	-	-	-	-	Yes Ref No H150	No	No
HO153	25 -37 BRUNSWICK STREET FITZROY	No	No	Yes	No	No	No	No

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
	Barcelona Terrace Gardens **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014							
HO154	39-49 BRUNSWICK STREET FITZROY Royal Terrace	-	-	-	-	Yes Ref No H470	No	No
HO155	236-252 BRUNSWICK STREET AND 33-62 GREEVES STREET FITZROY Shops	-	-	-	-	Yes Ref No H559	No	No
HO156	34-38 FITZROY STREET FITZROY Former Devonshire Arms Hotel	-	-	-	-	Yes Ref No H528	No	No
HO157	GEORGE STREET FITZROY State School No. 450 **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO158	268 GEORGE STREET FITZROY St Mark's Anglican Church	-	-	-	-	Yes Ref No H553	Yes	No
HO159	64-78 GERTRUDE STREET FITZROY Glass Terrace	-	-	-	-	Yes Ref No H446	No	No
HO160	181-183 GERTRUDE STREET AND 89 GEORGE STREET FITZROY Shops	-	-	-	-	Yes Ref No H886	No	No

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PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO161	209 GORE STREET FITZROY Cobden Terrace	-	-	-	-	Yes Ref No H152	No	No
HO162	211 GORE STREET FITZROY Cobden Terrace	-	-	-	-	Yes Ref No H153	No	No
HO163	213 GORE STREET FITZROY Cobden Terrace	-	-	-	-	Yes Ref No H154	No	No
HO164	215 GORE STREET FITZROY Cobden Terrace	-	-	-	-	Yes Ref No H155	No	No
HO165	217 GORE STREET FITZROY Cobden Terrace	-	-	-	-	Yes Ref No H156	No	No
HO166	219 GORE STREET FITZROY Cobden Terrace	-	-	-	-	Yes Ref No H157	No	No
HO167	221 GORE STREET FITZROY Cobden Terrace	-	-	-	-	Yes Ref No H158	No	No
HO168	331 GORE STREET FITZROY Holyrood Terrace	-	-	-	-	Yes Ref No H159	No	No
HO169	333 GORE STREET FITZROY Holyrood Terrace	-	-	-	-	Yes Ref No H160	No	No
HO170	335 GORE STREET FITZROY Holyrood Terrace	-	-	-	-	Yes Ref No H161	No	No
HO171	35-39 HANOVER STREET FITZROY Edward Wills House (Residence)	-	-	-	-	Yes Ref No H162	No	No

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PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO172	36 NAPIER STREET FITZROY Falconer Terrace	-	-	-	-	Yes Ref No H164	No	No
HO173	38 NAPIER STREET FITZROY Falconer Terrace	-	-	-	-	Yes Ref No H165	No	No
HO174	40 NAPIER STREET FITZROY Falconer Terrace	-	-	-	-	Yes Ref No H166	No	No
HO175	42 NAPIER STREET FITZROY Falconer Terrace	-	-	-	-	Yes Ref No H167	No	No
HO176	44 NAPIER STREET FITZROY Falconer Terrace	-	-	-	-	Yes Ref No H168	No	No
HO177	46 NAPIER STREET FITZROY Falconer Terrace	-	-	-	-	Yes Ref No H169	No	No
HO178	48 NAPIER STREET FITZROY Falconer Terrace	-	-	-	-	Yes Ref No H170	No	No
HO179	50 NAPIER STREET FITZROY Falconer Terrace	-	-	-	-	Yes Ref No H171	No	No
HO180	201 NAPIER STREET FITZROY Fitzroy Town Hall	-	-	-	-	Yes Ref No H147	Yes	No
HO181	46-48 NICHOLSON STREET CORNER GERTRUDE STREET FITZROY Former Cable Tram Engine House	-	-	-	-	Yes Ref No H584	Yes	No

Attachment 17 - Attachment 17 - Yarra C245 - SCHEDULE TO CLAUSE 43.01 - Adoption

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO182	40 NICHOLSON STREET FITZROY Osborne House	-	-	-	-	Yes Ref No H1607	No	No
HO183	50-68 NICHOLSON STREET FITZROY Royal Terrace	-	-	-	-	Yes Ref No H172	No	No
HO184	88 NICHOLSON STREET FITZROY Convent of Mercy and Academy of Mary Immaculate	-	-	-	-	Yes Ref No H507	Yes	No
HO185	98 NICHOLSON STREET AND 14 HANOVER STREET FITZROY Cairo Flats	-	-	-	-	Yes Ref No H1005	No	No
HO186	122 NICHOLSON STREET FITZROY Residence	-	-	-	-	Yes Ref No H539	No	No
HO187	165-167 SMITH STREET FITZROY Former Union Bank of Australia	-	-	-	-	Yes Ref No H506	No	No
HO188	VICTORIA PARADE FITZROY Street Trees **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	Yes	No	No	No	No
HO189	VICTORIA PARADE FITZROY/ COLLINGWOOD Ornamental Tramway Overhead Poles	-	-	-	-	Yes Ref No H1023	No	No
HO190	77 VICTORIA PARADE FITZROY Former Eastern Hill Hotel	-	-	-	-	Yes Ref No H816	No	No

YARRA PLANNING SCHEME

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO191	169 VICTORIA PARADE FITZROY Blanche Terrace	-	-	-	-	Yes Ref No H177	No	No
HO192	171 VICTORIA PARADE FITZROY Blanche Terrace	-	-	-	-	Yes Ref No H178	No	No
HO193	173 VICTORIA PARADE FITZROY Blanche Terrace	-	-	-	-	Yes Ref No H179	No	No
HO194	175 VICTORIA PARADE FITZROY Blanche Terrace	-	-	-	-	Yes Ref No H180	No	No
HO195	177 VICTORIA PARADE FITZROY Blanche Terrace	-	-	-	-	Yes Ref No H181	No	No
HO196	179 VICTORIA PARADE FITZROY Blanche Terrace	-	-	-	-	Yes Ref No H182	No	No
HO197	203 VICTORIA PARADE FITZROY Terrace	-	-	-	-	Yes Ref No H590	No	No
HO198	557-567 DRUMMOND STREET NORTH CARLTON Cambridge Terrace	-	-	-	-	Yes Ref No H1606	No	No
HO199	60 LEE STREET NORTH CARLTON Lee Street Primary School No.1252	-	-	-	-	Yes Ref No H1626	No	No
HO200	100 PATERSON STREET PRINCES HILL Terrace	-	-	-	-	Yes Ref No H76	No	No
HO201	102 PATERSON STREET PRINCES HILL Terrace	-	-	-	-	Yes Ref No H77	No	No

YARRA PLANNING SCHEME

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO202	104 PATERSON STREET PRINCES HILL Terrace	-	-	-	-	Yes Ref No H78	No	No
HO203	106 PATERSON STREET PRINCES HILL Terrace	-	-	-	-	Yes Ref No H79	No	No
HO204	108 PATERSON STREET PRINCES HILL Terrace	-	-	-	-	Yes Ref No H80	No	No
HO205	110 PATERSON STREET PRINCES HILL Terrace	-	-	-	-	Yes Ref No H81	No	No
HO206	112 PATERSON STREET PRINCES HILL Terrace	-	-	-	-	Yes Ref No H82	No	No
HO207	114 PATERSON STREET PRINCES HILL Terrace	-	-	-	-	Yes Ref No H83	No	No
HO208	116 PATERSON STREET PRINCES HILL Terrace	-	-	-	-	Yes Ref No H84	No	No
HO209	118 PATERSON STREET PRINCES HILL Terrace	-	-	-	-	Yes Ref No H85	No	No
HO210	1021-1029 RATHDOWNE STREET & 440 PARK STREET NORTH CARLTON Former Cable Tram Engine House	-	-	-	-	Yes Ref No H718	No	No
HO211	Cnr George Street ALEXANDRA PARADE NORTH FITZROY Former Fitzroy Gas Works Valve House and Store **Incorporated plan:**	Yes	No	No	No	No	No	No

Attachment 17 - Attachment 17 - Yarra C245 - SCHEDULE TO CLAUSE 43.01 - Adoption

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
	Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014							
HO212	Cnr Fergie Street ALFRED CRESCENT NORTH FITZROY State School No. 1490 **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO213	BRUNSWICK STREET AND ALFRED CRESCENT NORTH FITZROY Edinburgh Gardens **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	Yes	No	No	No	No
HO214	863 BRUNSWICK STREET NORTH FITZROY Former North Fitzroy Electric Railway Substation	-	-	-	-	Yes Ref No H939	No	No
HO215	Cnr Freeman Street BRUNSWICK STREET NORTH FITZROY Fitzroy Cricket Ground Grandstand	-	-	-	-	Yes Ref No H751	Yes	No
HO216	96 MCKEAN STREET NORTH FITZROY Haselmere (Residence)	-	-	-	-	Yes Ref No H163	No	No
HO217	10 CHURCH STREET NORTH FITZROY Former Methodist Church (Uniting Church)	-	-	-	-	Yes Ref No H148	Yes	No
HO218	20 RUSHALL CRESCENT NORTH FITZROY Old Colonists' Homes includes landscaping	-	-	-	-	Yes Ref No H821	No	No

Attachment 17 - Attachment 17 - Yarra C245 - SCHEDULE TO CLAUSE 43.01 - Adoption

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO219	131 ST GEORGES ROAD NORTH FITZROY York House	-	-	-	-	Yes Ref No H176	No	No
HO220	251 ST GEORGES ROAD NORTH FITZROY Former North Fitzroy Post Office	-	-	-	-	Yes Ref No H900	No	No
HO221	370-374 QUEENS PARADE NORTH FITZROY ANZ Bank	-	-	-	-	Yes Ref No H892	No	No
HO222	14 ABINGER STREET RICHMOND Richmond Creche and Day Nursery **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO223	6 BAKER STREET RICHMOND House **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	Yes	No	No	No
HO224	22-50 BENDIGO STREET RICHMOND Former Wertheim Piano Factory (GTV9 Studios)	-	-	-	-	Yes Ref No H2165	No	No
HO225	19 BENDIGO STREET RICHMOND House **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	Yes	No	No	No

YARRA PLANNING SCHEME

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO226	18 BERRY STREET RICHMOND House	-	-	-	-	Yes Ref No H710	No	No
HO227	6 BOSISTO STREET RICHMOND House **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO228	649 BRIDGE ROAD RICHMOND Former Cable Tram Depot **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO229	Yarra River BRIDGE ROAD RICHMOND Hawthorn Bridge	-	-	-	-	Yes Ref No H50	No	No
HO230	333 BRIDGE ROAD RICHMOND Richmond Police Station **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO231	30 BRIGHTON STREET RICHMOND House **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO232	164-166 BRIGHTON STREET RICHMOND Maroura & Korein **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	Yes	No	No	No
HO233	90 BURNLEY STREET RICHMOND Congregational Church **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO234	144 BURNLEY STREET RICHMOND Enfield **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	Yes	No	No	No
HO235	271-273 BURNLEY STREET RICHMOND Burnley Uniting (Presbyterian) Church **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO236	290-300 BURNLEY STREET RICHMOND St Bartholemew's Church Complex **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No

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PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO237	336 BURNLEY STREET RICHMOND House **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO239	Yarra River CHURCH STREET RICHMOND AND CREMORNE Church Street Bridge	-	-	-	-	Yes Ref No H1917	No	No
HO240	560 CHURCH STREET CREMORNE Former Bryant and May Industrial Complex	-	-	-	-	Yes Ref No H626	No	No
HO241	293 CHURCH STREET RICHMOND Former Lalor House	-	-	-	-	Yes Ref No H211	No	No
HO242	350-362 CHURCH STREET RICHMOND St Stephen's Anglican Church The heritage place includes Vicarage	-	-	-	-	Yes Ref No H586	Yes	No
HO243	13 COPPIN STREET RICHMOND House **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO244	79 COPPIN STREET RICHMOND Former Griffiths Boot Factory **Incorporated plan:**	Yes	No	No	No	No	No	No

YARRA PLANNING SCHEME

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
	Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014							
HO245	234 COPPIN STREET RICHMOND House **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO246	55-67 CREMORNE STREET CREMORNE Former Cremorne Street Primary School No. 2084 [Barton TAFE]	-	-	-	-	Yes Ref No H1634	No	No
HO247	119 CREMORNE STREET RICHMOND Former Yarra Hotel **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO248	9-15 CROWN STREET RICHMOND Queens Terrace **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	Yes	No	No	No
HO249	16-18 CUBITT STREET RICHMOND Terrace **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No

Attachment 17 - Attachment 17 - Yarra C245 - SCHEDULE TO CLAUSE 43.01 - Adoption

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO250	9-11 DAVID STREET RICHMOND Former Builders Steel Form Supply Co. **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO251	138-160 BUCKINGHAM STREET RICHMOND Primary School No. 2798	-	-	-	-	Yes Ref No H1635	No	No
HO252	26 DOONSIDE STREET RICHMOND Former Repco Offices **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO253	30-38 DOVER STREET RICHMOND Hurst Terrace **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO254	19 DUKE STREET RICHMOND Former Council Stables **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO256	1 EGAN STREET RICHMOND Perseverance	Yes	No	No	No	No	No	No

YARRA PLANNING SCHEME

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
	Incorporated plan: Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014							
HO257	29 ERIN STREET RICHMOND Elim	-	-	-	-	Yes Ref No H651	No	No
HO258	24-28 GIPPS STREET RICHMOND Former Richmond Rifles Volunteer Orderly Room	-	-	-	-	Yes Ref No H1362	No	No
HO259	21-31 GOODWOOD STREET RICHMOND Pelaco Sign	-	-	-	-	Yes Ref No H1149	No	No
HO260	7 GLEADELL STREET RICHMOND Former Gas Inspector's Residence	-	-	-	-	Yes Ref No H1610	Yes	No
HO261	11 GLEADELL STREET RICHMOND Richmond Baths **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO262	Yarra River GRANGE ROAD RICHMOND MacRobertson Bridge **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO263	261 HIGHETT STREET RICHMOND House	Yes	No	No	No	No	No	No

YARRA PLANNING SCHEME

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
	Incorporated plan: Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014							
HO264	263 HIGHETT STREET RICHMOND House **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO265	345 HIGHETT STREET RICHMOND House **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO266	117 HODDLE STREET RICHMOND House **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	Yes	No	No	No
HO267	171 HODDLE STREET RICHMOND Urbrae	-	-	-	-	Yes Ref No H719	No	No
HO268	3 HULL STREET RICHMOND Roeberry House **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No

Attachment 17 - Attachment 17 - Yarra C245 - SCHEDULE TO CLAUSE 43.01 - Adoption

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO269	4 -6 HUNTER STREET RICHMOND Terrace **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO270	72 KENT STREET RICHMOND House **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO271	86 KENT STREET RICHMOND House **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO272	175 KENT STREET House **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	Yes	No	No	No
HO273	36 LESNEY STREET RICHMOND Residence	-	-	-	-	Yes Ref No H711	No	No
HO274	131 LORD STREET RICHMOND Former Fire Station	Yes	No	No	No	No	No	No

YARRA PLANNING SCHEME

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
	Incorporated plan: Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014							
HO275	41 MADDEN GROVE RICHMOND Warehouse **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO276	347 MARY STREET RICHMOND Richmond Terminal Station **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO278	19 MURPHY STREET RICHMOND Kilmarnock **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO279	658 CHURCH STREET CREMORNE Former Richmond Power Station	-	-	-	-	Yes Ref No H1055	No	No
HO280	419-421 PUNT ROAD RICHMOND Houses **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No

YARRA PLANNING SCHEME

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO281	Yarra River PUNT ROAD RICHMOND Hoddle Bridge **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO282	RIVER STREET (CNR MURPHY ST) RICHMOND Former J Kennon & Sons Wool Store **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO283	rear 179 SOMERSET STREET RICHMOND St James Roman Catholic Church **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO284	2 STAWELL STREET RICHMOND Fincham Organ Factory **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO285	291 SWAN STREET RICHMOND Former Central Club Hotel **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No

YARRA PLANNING SCHEME

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO286	365-377 SWAN STREET RICHMOND Former Burnley Theatre **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO287	Yarra River SWAN STREET RICHMOND Wallen Road Bridge	-	-	-	-	Yes Ref No H380	No	No
HO288	216 SWAN STREET CREMORNE Former State Bank	-	-	-	-	Yes Ref No H732	No	No
HO289	316 VICTORIA STREET RICHMOND House **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	Yes	No	No	No
HO290	318-326 VICTORIA STREET RICHMOND Byrne's Arcade Terrace **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	Yes	No	No	No
HO291	488-496 VICTORIA STREET RICHMOND Former Simpson's Glove Factory **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No

YARRA PLANNING SCHEME

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO292	Yarra River VICTORIA STREET RICHMOND Victoria Bridge	-	-	-	-	Yes Ref No H374	No	No
HO293	5 WELLINGTON STREET RICHMOND Former Freemason's Tavern **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO294	15 WELLINGTON STREET RICHMOND House **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO295	67 WELLINGTON STREET RICHMOND Former Sutherland's Distillery **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	Yes	No	No	No
HO296	79-93 & 80-94 WELLINGTON STREET RICHMOND Warrick Terrace and Leicester Terrace **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO297	Yarra River YARRA BOULEVARD RICHMOND Hawthorn Railway Bridge	Yes	No	No	No	No	No	No

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
	Incorporated plan: Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014							
HO298	BURNLEY PARKLANDS RICHMOND Corroboree Tree **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	Yes	No	No	No	Yes
HO299	THE BOULEVARD RICHMOND The Boulevard Parklands, The Boulevard, Richmond **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	Yes	No	No	No	No
HO300	YARRA BEND PARK YARRA BEND Bluestone quarry **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO301	YARRA BEND ROAD FAIRFIELD Fairlea Womens Prison, Yarra Bend Asylum (includes Asylum Gate Pillar, Remnant Trees)	-	-	-	-	Yes Ref No H1552	No	No
HO302	YARRA BEND PARK YARRA BEND Deep Rock Swimming Club, includes foundation stone and pioneer memorial stones **Incorporated plan:**	Yes	No	No	No	No	No	No

YARRA PLANNING SCHEME

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
	Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014							
HO303	101 YARRA BEND ROAD, FAIRFIELD Fairfield Hospital (former)	-	-	-	-	Yes Ref No H1878	Yes	No
HO304	YARRA BEND ROAD YARRA BEND Yarra Bend Golf Club House **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO305	Yarra River YARRA BEND ROAD YARRA BEND Kane's Bridge **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO306	500 AND 500A YARRA BOULEVARD BURNLEY Burnley Gardens	-	-	-	-	Yes Ref No H2052	No	No
HO307	Yarra River YARRA BEND PARK YARRA BEND Yarra River Protectorate Station site **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	Yes
HO308	Barkly Gardens Precinct, Richmond **Incorporated plan:**	No	No	No	No	No	No	No

YARRA PLANNING SCHEME

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
	Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014							
HO309	Bendigo Street Precinct, Richmond **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO310	Bridge Road Precinct, Richmond **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO311	Brunswick Street Precinct, Fitzroy **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO312	Campbell Street Precinct, Collingwood **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO313	Charles Street Precinct, Abbotsford **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO314	Yarra Falls Precinct Abbotsford **Incorporated plan:**	No	No	No	No	No	No	No

Attachment 17 - Attachment 17 - Yarra C245 - SCHEDULE TO CLAUSE 43.01 - Adoption

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
	Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014							
HO315	Church Street Precinct, Richmond **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO316	Clifton Hill Eastern Precinct **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO317	Clifton Hill Western Precinct **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO318	Collingwood Slope Precinct **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO319	Elm Grove Precinct, Richmond **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO320	Fairchild Street Precinct, Abbotsford **Incorporated plan:**	No	No	No	No	No	No	No

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
	Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014							
HO321	Gold Street Precinct, Collingwood **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO322	Golden Square Precinct, Richmond **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO323	Green Street Precinct, Richmond **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO324	Johnston Street Precinct, Collingwood **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO325	Kennedy Street Precinct, Richmond **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO326	North Carlton Precinct **Incorporated plan:**	No	No	No	No	No	No	No

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
	Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014							
HO327	North Fitzroy Precinct **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO328	Park Crescent Precinct, Alphington **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO329	Princes Hill Precinct **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO330	Queens Parade Precinct, North Fitzroy/Clifton Hill **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO331	Racecourse Precinct, Richmond **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO332	Richmond Hill Precinct **Incorporated plan:**	No	No	No	No	No	No	No

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
	Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014							
HO333	Smith Street Precinct, Fitzroy/Collingwood **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO334	South Fitzroy Precinct **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO335	Swan Street Precinct, Richmond **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO336	Victoria Parade Precinct, Collingwood **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO337	Victoria Park Precinct, Abbotsford **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO338	West Richmond Precinct **Incorporated plan:**	No	No	No	No	No	No	No

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PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
	Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014							
HO339	William Street Precinct, Abbotsford **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO340	148 HIGHETT STREET RICHMOND House **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO341	150 HIGHETT STREET RICHMOND House **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO342	Cremorne Precinct **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO343	105-115 DOVER STREET RICHMOND Slade Knitwear Sign **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No

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PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO344	Yarra Bend Road, Fairfield Fairfield Hospital Grounds (former) **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	Yes	No	No	Yes	No
HO345	38-40 BRUNSWICK STREET, FITZROY Former Melbourne Veterinary College	-	-	-	-	Yes Ref No H1939	No	No
HO346	18, 20A & 20B DARLINGTON PARADE, RICHMOND Vaucluse College	-	-	-	-	Yes Ref No H1927	No	
HO347	20-22 BRUNSWICK STREET FITZROY Cathedral Hall	-	-	-	-	Yes Ref No H1967	No	No
HO349	Rosella Factory Complex, Buildings 1, 2 (façade and 8 metres depth of building only), 6, 7, 12, 13, 15, and 18 (façade and 7.5 metres depth of building only), with emphasis on fabric from the main Rosella complex development period (c1905-1940). **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO350	2 GOUGH STREET CRMEORNE Nylex sign 2 & 15 GOUGH STREET CREMORNE STREET Richmond Maltings	-	-	-	-	Yes Ref No H2049 & Ref No H2050	No	No

YARRA PLANNING SCHEME

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO351	Former "Spicer Factory", 163-167 Noone Street, Clifton Hill (for a depth of 14.5 metres from the front façade/Noone Street title boundary). **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO352	LULIE STREET ABBOTSFORD Victoria Park The heritage place includes garden reserve	-	-	-	-	Yes Ref No H75	No	No
HO353	651-653 VICTORIA STREET ABBOTSFORD Skipping Girl Neon Sign	-	-	-	-	Yes Ref No H2083	No	No
HO354	35 JOHNSTON STREET COLLINGWOOD Keith Haring Mural	-	-	-	-	Yes Ref No H2055	No	No
HO355	ALEXANDRA PARADE FITZROY "Aqua Profonda" sign, Fitzroy Pool	-	-	-	-	Yes Ref No H1687	No	No
HO356	185-193 FITZROY STREET AND 12 COWELL STREET FITZROY Christian Israelite Sanctuary	-	-	-	-	Yes Ref No H97	No	No
HO357	90-92 SWAN STREET RICHMOND Former Richmond South Post Office	-	-	-	-	Yes Ref No H48	No	
HO358	95 KING WILLIAM STREET FITZROY All Saints Church Hall	-	-	-	-	Yes Ref No H2172	Yes	No

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PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO359	326-348 CHURCH STREET RICHMOND St Ignatius Church Complex	-	-	-	-	Yes Ref No H2146	Yes	
HO360	140-160 SWAN STREET CREMORNE Dimmeys	-	-	-	-	Yes Ref No H2184	No	No
HO361	World Heritage Environs Area Precinct **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO362	Alphington East Precinct **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO363	Cole's Paddock Precinct, Richmond **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO364	Wellington Street Precinct, Cremorne **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO365	69 BALMAIN STREET CREMORNE Grocer's shop & residence **Incorporated plan:**	No	No	No	No	No	No	No

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PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
	Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014							
HO366	75 BALMAIN STREET CREMORNE Olinda **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO367	80-82 BALMAIN STREET CREMORNE Klembro Pty Ltd factory **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO368	10 PEARSON STREET CREMORNE & 11 CHAPEL STREET, CREMORNE House and stables **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO369	2-6 APPLETON STREET RICHMOND, 97-103 BURNLEY STREET RICHMOND **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO370	24 APPLETON STREET RICHMOND **Incorporated plan:**	No	No	No	No	No	No	No

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
	Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014							
HO371	53-55 BAKER STREET RICHMOND **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO372	25-31 BOSISTO STREET RICHMOND **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO373	167 BRIGHTON STREET RICHMOND **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO374	53 BURNLEY STREET RICHMOND Former Loyal Studley Hotel **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO375	81-95 BURNLEY STREET RICHMOND Russell Manufacturing Company Pty Ltd later Repco **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO376	63-71 CHURCH STREET RICHMOND	Yes	No	No	No	No	No	No

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PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
	House, part shop & row house **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014							
HO377	115-117 CHURCH STREET RICHMOND Former S. Andrewartha Showrooms (furniture) **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO378	135 CHURCH STREET RICHMOND Former Bristol Hotel **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO379	164 CHURCH STREET RICHMOND Naughten's Hotel, later Citizens Park Hotel and DT's **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO380	178 CHURCH STREET RICHMOND James Lentell building, later confectioner and bakery **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO381	533-537 CHURCH STREET RICHMOND	Yes	No	No	No	No	No	No

YARRA PLANNING SCHEME

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
	Alexander Miller's shops & residences **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014							
HO382	619 CHURCH STREET RICHMOND Prince Alfred Hotel **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO383	93 ELIZABETH STREET RICHMOND Kia Ora **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO384	102 ELIZABETH STREET RICHMOND Grocer's shop & residence **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO385	53 GARDNER STREET RICHMOND **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO386	82 GARDNER STREET RICHMOND **Incorporated plan:**	No	No	No	No	No	No	No

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
	Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014							
HO387	193-197 HIGHETT STREET RICHMOND **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO388	247 HIGHETT STREET RICHMOND **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO389	361 HIGHETT STREET RICHMOND Mornington **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO390	27-29 HODDLE STREET RICHMOND Walters' house, warehouse and stables complex **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO391	129 HODDLE STREET RICHMOND Former Relova Redressing Laundry **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No

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PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO392	139 HODDLE STREET RICHMOND **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO393	9 HULL STREET RICHMOND **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO394	35-37 KENT STREET RICHMOND Row houses **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO395	59 KENT STREET RICHMOND William North house, later Navarre **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO396	64 LENNOX STREET RICHMOND All Nations Hotel **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO397	66 LENNOX STREET RICHMOND Mahony's shop and residence	Yes	No	No	No	No	No	No

YARRA PLANNING SCHEME

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
	Incorporated plan: Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014							
HO398	28 MURPHY STREET RICHMOND **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO399	2-4 REGENT STREET RICHMOND **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO400	10-14 REGENT STREET RICHMOND **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO401	28-34 ROONEY STREET, 20-24 ROSE STREET, RICHMOND & 27-57 ROONEY STREET, RICHMOND Russell Brothers tannery, part **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO402	33 SMITH STREET RICHMOND **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No

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PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO403	150 SOMERSET STREET RICHMOND Portarlington Villa **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO404	154 SOMERSET STREET RICHMOND Former Richmond Metropolitan Fire Station **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO405	60-62 SWAN STREET RICHMOND The Greyhound Hotel, later Depot Hotel, now Precinct Hotel **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO406	6 YARRA STREET RICHMOND **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO407	21-27 YORK STREET, UNITS 1-7 OF 31 YORK STREET RICHMOND Marchants Aerated Waters and Cordials Pty Ltd **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No

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PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO408	Victoria Street Precinct **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO409	219-223 JOHNSTON STREET, ABBOTSFORD **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO410	247-253 JOHNSTON STREET, ABBOTSFORD St Crispin House **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO411	258-260 JOHNSTON STREET, ABBOTSFORD **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO412	300-302 JOHNSTON STREET, ABBOTSFORD **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO413	323-325 JOHNSTON STREET, ABBOTSFORD **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No

Attachment 17 - Attachment 17 - Yarra C245 - SCHEDULE TO CLAUSE 43.01 - Adoption

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO414	407-409 AND 411 JOHNSTON STREET, ABBOTSFORD **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO415	1-17 STAFFORD STREET, ABBOTSFORD Whybrow's Boot Factory **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO416	323-325 VICTORIA STREET, ABBOTSFORD Quint Café (former Duke of Albany Hotel) **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO417	63 CAMBRIDGE STREET (INCLUDING 44 OXFORD STREET), COLLINGWOOD Dyason & Co. Cordial Factory **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO418	90-94 ROKEBY STREET, COLLINGWOOD Ideal Box Co. factory **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No

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PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO419	49 VERE STREET, COLLINGWOOD Collingwood College **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO420	64 WELLINGTON STREET, COLLINGWOOD William Peatt boot factory **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO421	224 HEIDELBERG ROAD, FAIRFIELD Porta factory **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO422	4 HENRY STREET, FITZROY **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO423	658 NICHOLSON STREET, NORTH FITZROY **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO424	22 -28 ABINGER STREET; 37-45 LYNDHURST STREET, RICHMOND	Yes	No	No	No	No	No	No

YARRA PLANNING SCHEME

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
	Former maltings complex **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014							
HO425	15-21 BELL STREET, RICHMOND **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO426	185 BURNLEY STREET, RICHMOND **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO427	289, 291 AND 293 BURNLEY STREET, RICHMOND **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO428	331-333 BURNLEY STREET, RICHMOND Grand Hotel **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO429	400-402 BURNLEY STREET, RICHMOND **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No

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PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO430	204, 206 AND 208 COPPIN STREET, RICHMOND **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO431	1-11 DICKENS STREET, RICHMOND **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO432	42 EDINBURGH STREET, RICHMOND **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO433	19-21 FARMER STREET, RICHMOND **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO434	75 FRASER STREET, RICHMOND **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO435	160-166 LORD STREET, RICHMOND **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO436	89 NEPTUNE STREET, RICHMOND	Yes	No	No	No	No	No	No

YARRA PLANNING SCHEME

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
	Incorporated plan: Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014							
HO437	6 PARK AVENUE, RICHMOND **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO438	18 PARK AVENUE, RICHMOND 'Howrose' **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO439	22, 24 AND 26 PARK AVENUE, RICHMOND **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO440	309 SWAN STREET, RICHMOND Swan Street Drill Hall **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO441	319 SWAN STREET, RICHMOND **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No

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PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO442	413-415 SWAN STREET, RICHMOND **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO443	196A, 198 and 200-220 BURNLEY STREET, RICHMOND **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO444	Victoria Street West Precinct (233-251 VICTORIA STREET, ABBOTSFORD) **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO445	137-151 CREMORNE STREET CREMORNE Wilford Terrace **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO446	21-33 CUBITT STREET CREMORNE Terrace **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO447	58-60 CUBITT STREET CREMORNE Houses	Yes	No	No	No	No	No	No

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
	Incorporated plan: Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014							
HO448	54-64 BAKER STREET RICHMOND Somerset Terrace **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO449	70 BAKER STREET RICHMOND House and fence **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO450	38-50 REGENT STREET & 35-49 LITTLE HODDLE STREET RICHMOND Henry Walters' Boot Factories (Former) **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO452	HIGHETT, EGAN & MUIR STREETS AND JIKA PLACE RICHMOND West Richmond Railway Station complex **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No

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PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO453	Building Society Cottages Precinct, Richmond **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO454	Church Street North Precinct, Richmond **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO456	Gardner Street Precinct, Richmond **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO457	Highett Street Precinct, Richmond **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO458	Lincoln Street Precinct, Richmond **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO459	Wells Street Precinct, Richmond **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO460	Yarraberg Precinct, Richmond	No	No	No	No	No	No	No

YARRA PLANNING SCHEME

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
	Incorporated plan: Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014							
HO461	389-391 Highett Street, Richmond **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO462	6-8 Brougham Place, Richmond **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO463	9-11 CREMORNE STREET, CREMORNE **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO464	Smith Street South Precinct, Fitzroy and Collingwood **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	Yes (51-53, 59-61 and 67-69 Smith Street Fitzroy only)	No	No	No	No	No
HO465	218-222 NICHOLSON STREET FITZROY Former Avon Butter Factory	-	-	-	-	Yes Ref No H2315	No	No
HO466	8-12 SPRING STREET AND 14-16 ARGYLE STREET FITZROY	-	-	-	-	Yes Ref No H2257	No	No

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PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
	Former cordial factory							
HO467	1 HOPETOUN PLACE FITZROY NORTH Former Melbourne Tramways and Omnibus Company Stables	-	-	-	-	Yes Ref No	No	No
HO468	111 QUEENS PARADE FITZROY NORTH Porter prefabricated iron store	-	-	-	-	Yes Ref No H2243	No	No
HO469	YAN YEAN WATER SUPPLY SYSTEM Clonbinane To Fitzroy North	-	-	-	-	Yes Ref No H2333	No	No
HO470	31 Leslie Street, Richmond **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO471	Abinger Street Precinct, Richmond **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes (22-28, 23 & 25 Abinger St and 37-45 & 40-50 Lyndhurst St only)	No	No	No	No	No	No
HO472	Bell Street Precinct, Richmond **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes (15-21 Bell St & 204-208 Coppin St only)	No	No	No	No	No	No

YARRA PLANNING SCHEME

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO474	Burnley Street Precinct, Richmond **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes (377, 380, 400-402 Burnley St and 413-415 Swan St only)	No	No	No	No	No	No
HO476	Edinburgh Street Precinct, Richmond **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes (42 & 58-60 Edinburgh St and 12 Newry St only)	No	No	No	No	No	No
HO477	Hosie Street Precinct, Richmond **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO478	Mitchell Street Precinct, Richmond **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO479	Neptune Street Precinct, Richmond **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO481	Stawell Street Precinct, Richmond **Incorporated plan:**	No	No	No	No	No	No	No

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PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
	Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014							
HO482	84-86 ABINGER STREET, RICHMOND W. James & Co. Sack Merchants (former) **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO483	254 BURNLEY STREET, RICHMOND House **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO484	327-329 BURNLEY STREET, RICHMOND Greek Orthodox Church **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO485	8 CORSAIR STREET, RICHMOND Opportunity Club for Girls (former) **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO486	30 CORSAIR STREET, RICHMOND House **Incorporated plan:**	No	No	No	No	No	No	No

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
	Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014							
HO487	8 DICKENS STREET, RICHMOND House **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO488	32-36 FARMER STREET, RICHMOND Terrace **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO489	85-91 LORD STREET, RICHMOND Houses **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO490	72-80 STAWELL STREET, RICHMOND Houses **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO491	69 & 89 TYPE STREET, RICHMOND Floyd Green & Co. Glassworks (former) **Incorporated plan:**	No	No	No	No	No	No	No

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PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
	Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014							
HO492	33-39 WALL STREET, RICHMOND Terrace **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO495	62-68 Appleton Street, Richmond **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO498 *Interim control* *Expiry date* *12/01/2020*	472-484 NAPIER STREET, FITZROY NORTH **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO501 *Expiry date:* *30/12/2019*	223-239 SWAN STREET, RICHMOND Shops and Residences **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO503	2 JAMES STREET, ABBOTSFORD Former Commercial Stables and Hitching Posts **Incorporated plan:**	No	No	No	No	No	No	No

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PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
	Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014							
HO505 *Interim control* *Expiry Date 31/12/2019*	JOHNSTON STREET EAST *The heritage place includes 219-41 & 246-74 Johnston Street and the Johnston Street railway bridge including the brick and bluestone abutments* **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes – 219-23 & 258-60 Johnston St only	No	No	No	No	No	No
HO506 *Interim control* *Expiry Date 17/10/2020*	33-45 DERBY STREET, COLLINGWOOD **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO507 *Interim control* *Expiry Date 17/10/2020*	18-22 DERBY STREET, COLLINGWOOD **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO508 *Interim control* *Expiry Date 17/10/2020*	32-34 THOMAS STREET, RICHMOND **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO509	200-206 CHURCH STREET, RICHMOND **Incorporated plan:**	No	No	No	No	No	No	No

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PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
Interim control *Expiry Date* *17/10/2020*	Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014							
HO518	85 CREMORNE STREET, CREMORNE Melbourne Wire Works Factory & Head Office (former) **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO519	1-3 & 5-9 GORDON STREET, CREMORNE Nuttlex Factory (former) **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO520	26 BROMHAM PLACE, RICHMOND Factory/Warehouse	No	No	No	No	No	No	No
HO521	14 RISLEY STREET, RICHMOND York Boot Factory (former)	No	No	No	No	No	No	No
HO522 *Interim control* *Expiry date:* *30/12/2019*	273A SWAN STREET, RICHMOND Shop And Residence **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No

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PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO523 *Interim control* *Expiry date:* *30/12/2019*	323-325 SWAN STREET, RICHMOND Pair of Shops and Residences **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO524 *Interim control* *Expiry date:* *30/12/2019*	Swan Street West Precinct **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO525	637-639 BRIDGE ROAD, RICHMOND Shop & Residence **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014 **Statement of Significance:** Shop and Residences 637-639 Bridge Road, Richmond Statement of Significance, included in Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Incorporated Document (May 2020)	No	No	No	No	No	No	No
HO526	202-206 CHURCH STREET, RICHMOND Halls Building **Incorporated plan:**	No	No	No	No	No	No	No

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PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
	Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014 **Statement of Significance:** Hall's Buildings 202-206 Church Street, Richmond Statement of Significance, included in Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Incorporated Document (May 2020).							
HO527	32 & 34 THOMAS STREET, RICHMOND Terraces **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014 **Statement of Significance:** Pair of Terrace Houses 32 and 34 Thomas Street, Richmond Statement of Significance, included in Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Incorporated Document (May 2020)	No	No	No	No	No	No	No
HO528	635 BRIDGE ROAD, RICHMOND Boland's Shop & Residence **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014 **Statement of Significance:** James Boland's Shop and Residences 635 Bridge Road, Richmond Statement of Significance, included in Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Incorporated Document (May 2020)	No	No	No	No	No	No	No

Attachment 17 - Attachment 17 - Yarra C245 - SCHEDULE TO CLAUSE 43.01 - Adoption

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO529	529-533 BRIDGE ROAD, RICHMOND Royal Oak Hotel **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014 **Statement of Significance:** Royal Oak Hotel 529-533 Bridge Road, Richmond Statement of Significance, included in Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Incorporated Document (May 2020)	No	No	No	No	No	No	No
HO530	587-599 BRIDGE ROAD, RICHMOND Whipps Terrace **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014 **Statement of Significance:** Whipp's Terrace 597-599 Bridge Road, Richmond Statement of Significance, included in Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Incorporated Document (May 2020)	No	No	No	No	No	No	No
HO531	534-534A BRIDGE ROAD, RICHMOND Flour Mill & Grain Store Complex (former) **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014 **Statement of Significance:**	No	No	No	No	No	No	No

Attachment 17 - Attachment 17 - Yarra C245 - SCHEDULE TO CLAUSE 43.01 - Adoption

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
	Flour Mill and Grain Store Complex (former) 518-524, 534 and 534A Bridge Road, Richmond Statement of Significance, included in Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Incorporated Document (May 2020)							
HO532	325-333 BRIDGE ROAD, RICHMOND Richmond Town Hall **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014 **Statement of Significance:** Richmond Town Hall 325-333 Bridge Road, Richmond Statement of Significance, included in Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Incorporated Document (May 2020)	No	Yes - Ticket Office within Foyer and Main Hall	No	No	No	No	No

Attachment 18 - Attachment 18 - Yarra C245 - SCHEDULE TO CLAUSE 72.04 - Adoption

YARRA PLANNING SCHEME

18/04/2019
C225

SCHEDULE TO CLAUSE 72.04 DOCUMENTS INCORPORATED IN THIS PLANNING SCHEME

1.0 Incorporated documents

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Proposed C245yara

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
Amcor Alphington Paper Mill Site Preparation – Incorporated Document, September 2012	C161
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 Database of Heritage Significant Areas, July 2019	C245yara
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
M1 Redevelopment Project, October 2006	C86
Melbourne City Link Project – Advertising Sign Locations, November 2003	VC20
Melbourne Metro Rail Project: Upgrades to the Rail Network Incorporated Document, May 2018	GC96
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

YARRA PLANNING SCHEME

Name of document	Introduced by:
Victorian Institute of Forensic Psychiatry Concept Plan (January 1997)	NPS1
Yarra Gardens Precinct Plan, December 2009	C128
Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Incorporated Document (May 2020)	C245yara

4.4 Proposed Amendment C281yara - New Cremorne Car Parking Provisions

Executive Summary

Purpose

The purpose of this report is for Council to consider a change to the car parking rates for off street carparking in new developments for office and retail businesses in Cremorne.

Key Issues

Cremorne is experiencing significant development pressure. There are an increasing number of physical, social and economic indicators that suggest the need to address and review car parking provisions within the Yarra Planning Scheme and promote sustainable forms of transport for commuters.

There is a mix of residential and commercial land uses across Cremorne.

A Parking Overlay could be introduced into the Yarra Planning Scheme to reduce the number of required car spaces in new office and retail developments within the Cremorne Enterprise Precinct.

A Parking Overlay would be a means of having a maximum car parking rate for office and retail to better manage the increasing traffic congestion in the precinct and encourage a shift to more sustainable transport modes.

This approach would assist in managing the precinct having regard to all stakeholders.

Financial Implications

The costs associated with the implementation of the Review have been anticipated and included in the City Strategy budget.

PROPOSAL

Council has three options if it wishes to progress an amendment to implement the findings of the Review. These are:

(a) Option A – request the Minister for Planning to prepare, adopt and approve Amendment C281yara to the Yarra Planning Scheme;

(b) Option B – request the Minister for Planning to introduce Amendment C281yara to the Yarra Planning Scheme on an interim basis; or

(c) Option C – Apply to the Minister for Planning under section 8A (3) of the *Planning and Environment Act 1987*, for authorisation to prepare Amendment C281yara to the Yarra Planning Scheme.

Alternatively Council may decide not to pursue an amendment.

Officers recommend a Parking Overlay approach via Option A.

4.4 Proposed Amendment C281yara - New Cremorne Car Parking Provisions

Reference: D20/125770
Authoriser: Assistant Manager City Strategy

Purpose

1. The purpose of this report is for Council to consider a change to the carparking rates for off-street car parking in new development for office and retail businesses in Cremorne.
2. There are three key documents for Council to consider. These are:
   (a) the *Parking Controls Review: Cremorne Enterprise Precinct* (Traffix Group, July 2020)
   (b) proposed Schedule 2 to Clause 45.09 Parking Overlay (PO2);
3. There are three options to prepare Amendment C281yara to the Yarra Planning Scheme to implement the findings of the *Parking Controls Review: Cremorne Enterprise Precinct* (Traffix Group, 2020) in the Cremorne Enterprise Precinct.

Background

4. Cremorne is a rapidly growing inner-city employment precinct due to its strategic location, business synergies, public transport options, urban character and development potential. Whilst a thriving centre for business, innovation and enterprise, the precinct does have unique, localised car parking issues and challenges.
5. Cremorne also has pockets of residential areas which makes the area a mixed use precinct. The residential amenity of those areas is also an important consideration.
6. Due to sustained growth in the commercial activity in Cremorne, there are an increasing amount of indicators that suggest the need to review onsite car parking planning provisions, including:
   (a) an unprecedented amount and rapid rate of development and land use change;
   (b) significant numbers of car trips from elsewhere during the week;
   (c) high levels of traffic congestion, impacting accessibility and pedestrian safety;
   (d) a highly constrained, narrow road network within Cremorne with limited opportunities to accommodate further parking; and
   (e) some built form outcomes, such as extensive car parking at the ground floor of developments that detract from the streetscape appearance.
7. The current car parking provisions in the Yarra Planning Scheme are state-wide requirements that do not reflect the constrained environment of this inner-metropolitan location with good access to alternate transport options.

<u>Cremorne Enterprise Precinct</u>

8. Cremorne has been identified as a Pilot Enterprise Precinct (Figure 1.) by the State Government to ensure its continued success and to improve its quality of place.
9. A key Pilot Enterprise Precinct initiative is the development of the Cremorne Place Implementation Plan (CPIP). The CPIP is a joint project between the Victorian Planning Authority (VPA) and Council, with input from other key State Government agencies.

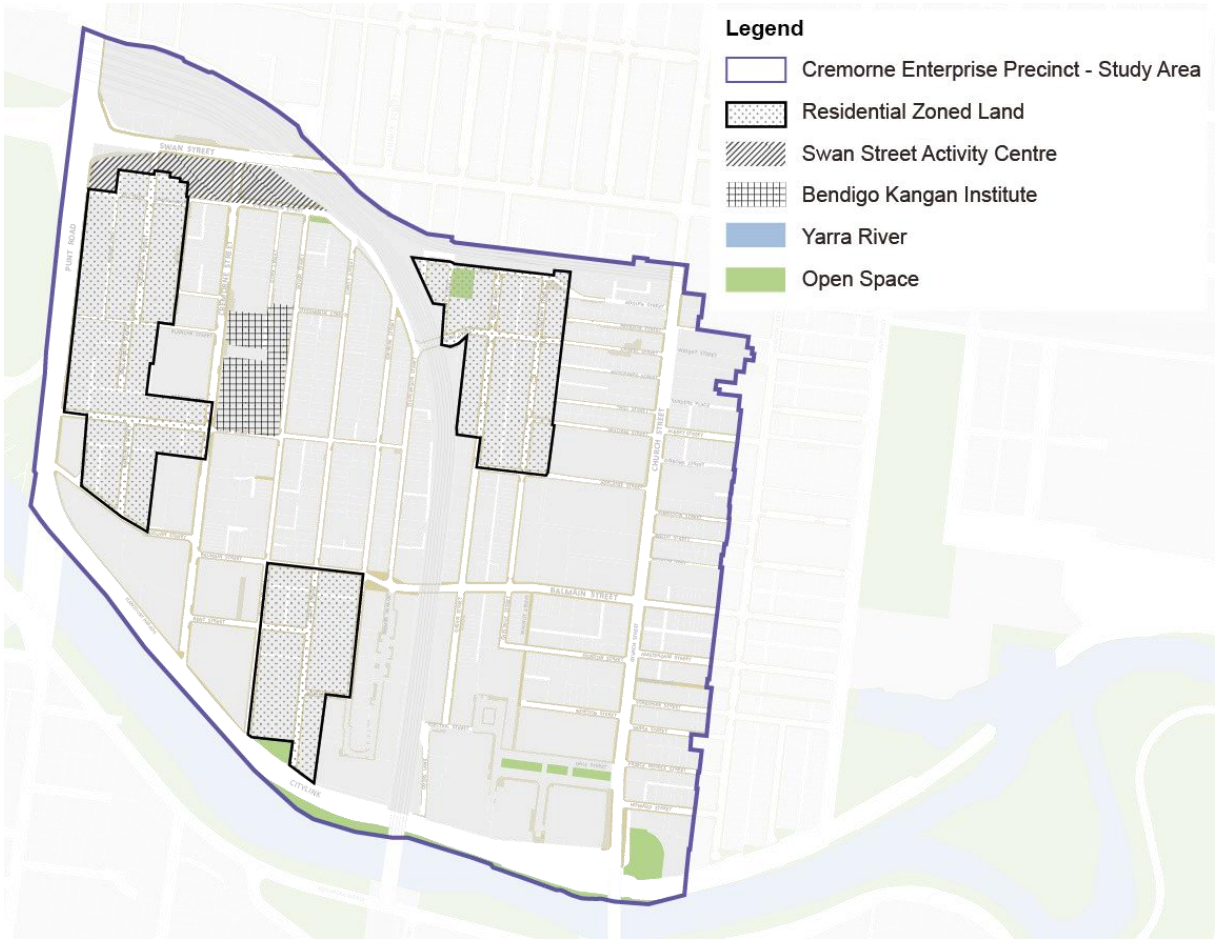


Figure 1.

10. The *Cremorne Creating a Future Vision: Issues & Opportunities Paper,* November 2019 (Paper) was prepared by the VPA, along with Council officers, to facilitate discussions with the community on key actions and a new vision to be included in the CPIP.

11. The Paper acknowledged that:

    (a) the standard provision of car parking applied by the Yarra Planning Scheme is an issue and is not suitable for an inner urban, context which is well connected to public transport; and

    (b) Council and VCAT consistently have applied reduced rates in planning permits (the average parking approval rate is 1.07 car spaces per 100m^2 within Cremorne, with no developments approved at the statutory minimum requirement of 3 spaces per 100m^2).

12. Given this issue, the Paper included the following opportunity, under *Opportunity 4.4. Promote the most efficient management and use of car parking supply*:

    (a) Undertake a review of car parking provisions in the Yarra Planning Scheme.

13. The final CPIP is currently under consideration by the Minister for Planning.

External Consultation

14. Community engagement was first undertaken in November-December 2019 to inform the preparation of the CPIP. The *Cremorne Issues and Opportunities Paper: Stage 1 Engagement Outcomes Summary Report* (Capire, February 2020) highlighted that car parking is a sensitive issue within the community that requires careful consideration.

15. Participants had different views on parking, both on and off street. Some participants did not want to see any reductions in parking as proposed in the Issues and Opportunities Paper, expressing the view that it was already too difficult to find parking. Some participants expressed support for reducing dependence on cars in Cremorne.

Cremorne Parking Review Survey

16. In June 2020, Council and Traffix Group prepared two separate online surveys; one for employers and business owners and another for employees in Cremorne. The purpose was to gather some evidence about the provision and use of on-site car parking spaces and the commuting behaviour of employees/employers.

17. The Yarra City Council used the survey platform, SurveyGizmo to build, run, analyse, and report on the surveys. The surveys were open from Wednesday 3 June 2020 – Friday 19 June 2020 (16 Days).

18. The targeted surveys were confidential and multiple-choice. Yarra City Council distributed the online survey via the following communication methods:

    (a) links included in the Yarra Business News e-newsletter, distributed 3 and 12 June 2020; and

    (b) emailed to key Cremorne businesses, employers and business leaders, 4 June 2020.

19. In total:

    (a) 40 employers/business owners in Cremorne completed the employer survey; and

    (b) 34 employees in Cremorne completed the employee survey.

20. Of the employees that took the survey 51% of participants said that they did drive and 75% said they would if there was parking. Many participants that drove to work said that they are parking on neighbouring streets. This result implies that to reduce the existing and future impacts of traffic congestion a shift in travel behaviour is required. It also implies that if more parking is provided onsite, vehicle use would likely become even more entrenched in the area, generating more traffic congestion and increasing on-street car parking demand.

Discussion

Parking Controls Review

21. For enterprise precincts to be investment-ready and productive, with the capacity to grow and enable job creation, the planning framework needs to support employment and provide for development outcomes that contribute positively to the local context and the public realm.

22. Council engaged the Traffix Group to review the car parking rates within the Yarra Planning Scheme to respond to the local parking issues in Cremorne and enable it to grow as a sustainable major enterprise precinct. The findings are documented in *Parking Controls Review: Cremorne Enterprise Precinct,* July 2020 (Review) (refer to Attachment 1).

23. The Traffix Group undertook a detailed review of the existing onsite and offsite car parking conditions within the commercial areas in Cremorne. This provides the strategic justification and rationale to reduce the provision of off-street car parking to promote more sustainable modes of transport.

24. The Review found that there are very limited options to increase the traffic capacity of the arterial roads surrounding Cremorne and the links into Cremorne itself. This comes from several factors including the local road network configuration and limited road reserve widths generally.

25. It identified that Cremorne has a distinctly finite ability to accommodate additional car-based trips, meaning that the provision of high levels of car parking in new developments would exacerbate these constraints.

26. Given Cremorne's physical constraints, the Review notes that the future of transport into Cremorne is via sustainable transport modes – walking, cycling and public transport. Cremorne's location and access to public transport modes mean that Cremorne already has the key attributes required to support sustainable transport choices. However, as outlined earlier in this report, a significant mode shift for journeys both to and from the Precinct is required.

27. Within the Commercial 2 Zone in Cremorne, 'office' is the most common land use activity. The Review notes that land used for office activities is an important target for mode shift due to its impact on the road network. Office car parking is a key generator of traffic during the road network peak hours in Cremorne and this demand occurs at the peak availability of public transport services (i.e. services are at their most frequent). Importantly, office car parking generates 2 to 3 times traffic on a per car space basis during peak hours than a residential car space.

28. Currently, car parking for offices in the Yarra Planning Scheme (same as other Councils) is required at the minimum car parking rate of 3.0 car spaces per 100m2 of floor area, unless a dispensation is provided.

29. Over the last 5 years 1,281 car spaces have been either approved or proposed for office development in Cremorne. It is anticipated that the number of onsite office car parking spaces in Cremorne will continue to increase, further embedding vehicle use and reliance without planning intervention.

30. The Review also notes that land used for retail activities is generally a secondary land use for office in proposals within Cremorne. In many cases, the retail component of a development in Cremorne is small and provides local service and amenities to local workers and residents of the area, who do not require car parking to access the use. Whilst there is no specific retail rate, shop and food and drink premises (two highly typical retail land uses) have a statutory minimum car parking rate of 3.5 car spaces per 100m2 of floor area.

31. In this context, reducing on-site parking requirements for employment generating uses (office and retail) in the Planning Scheme for the Cremorne precinct would:

    (a) encourage people to shift to more sustainable forms of transport; and

    (b) manage car parking for the whole precinct, rather than on a site-by-site basis which is the current situation.

The Parking Overlay (PO2)

32. The Review recommends the application of a **Parking Overlay** to the Cremorne Enterprise Precinct to respond to local car parking issues and outline local variations to the standard requirements in Clause 52.06.

33. Schedule 2 to Clause 45.09 Parking Overlay (PO2) (refer to Attachment 2) is proposed to apply to land zoned Commercial 2 and Comprehensive Development Zone to reduce the parking requirements of employment-generating developments (Figure 2.). Specifically, the proposed PO2 addresses office and retail land uses.

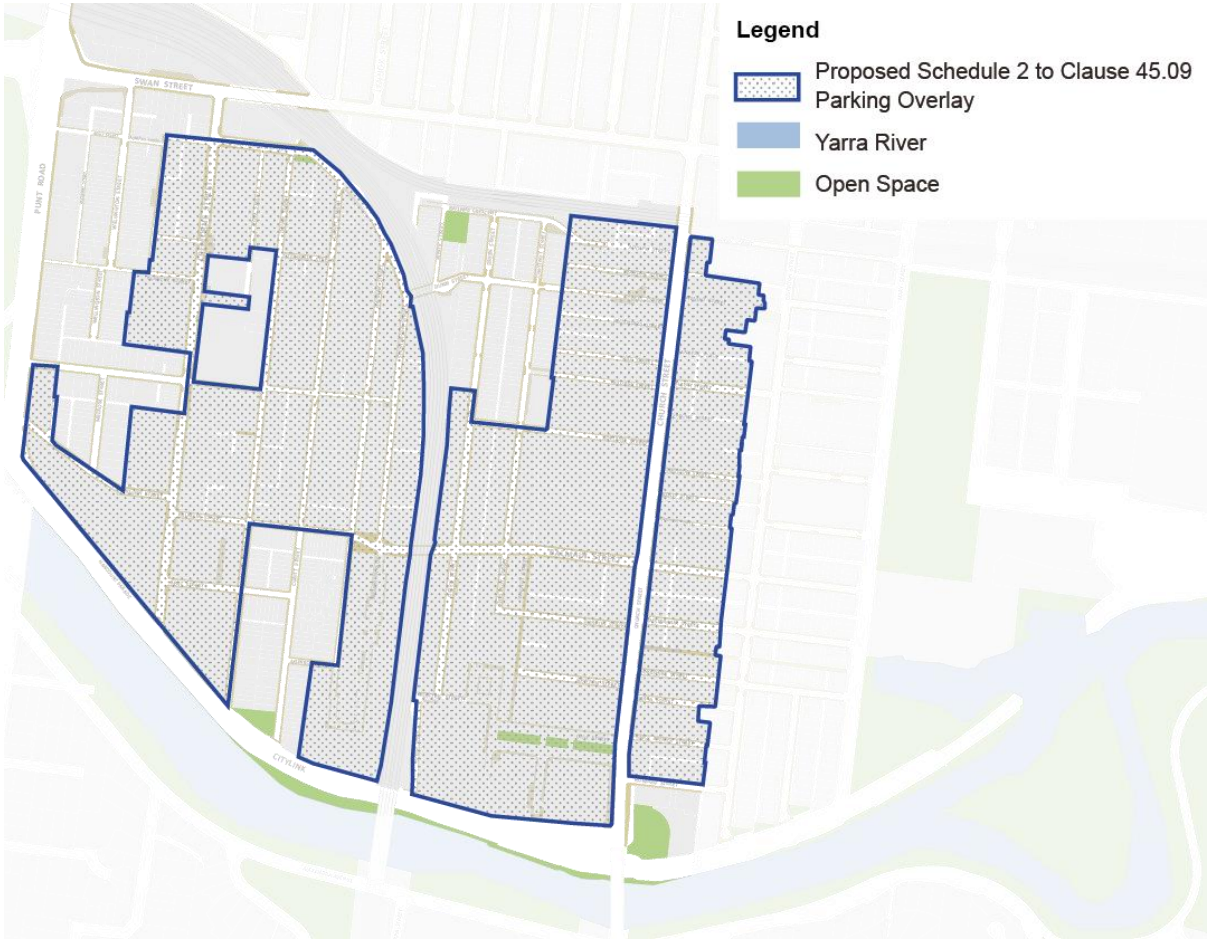


Figure 2.

34. The proposed parking overlay (PO2) includes five objectives that reflect Cremorne's unique context and vision for a more sustainable future. Critically, it also provides car parking rates that reflect the Cremorne Enterprise Precinct's unique transport environment and access to alternative forms of transport to the private car.

35. The following requirements for office and retail uses are *proposed* to be included in PO2:

    (a) The Office car parking rate to be set at a **maximum** parking rate of 1.0 car spaces per 100m^2 of floor area; and

    (b) The Retail car parking rate to be set at a **maximum** parking rate of 1.0 car spaces per 100m^2 of floor area.

36. It is noted that all other uses are proposed to remain at the current minimum requirements of Clause 52.06-5.

37. The application of maximum parking rates would mean that a permit would not be required for an application to reduce (including reduce to zero) the number of car parking spaces required under Clause 52.06-5, even for potentially very intense land uses (for instance, a large office development). A permit would be required to exceed the parking rate.

38. The PO2 also includes a set of additional decision guidelines, required for when applications seek to exceed the maximum rates to ensure positive development outcomes. The recommended guidelines aim to encourage sustainable transport patterns for new developments and minimising the negative impacts of high levels of car parking.

39. Proposed PO2 would support the development and sustainably of Cremorne by reducing the traffic impacts of new development within Cremorne. The proposed PO2 would have the following benefits, as it:

    (a) recognises the constrained road network in Cremorne, which is operating at capacity and that there is limited scope to improve the capacity of the local road network;

(b) acknowledges that the future of transport within Cremorne is via sustainable transport modes, walking, cycling and public transport and it supports these outcomes;

(c) would implement a parking control that is consistent with current planning practice in the area; and

(d) would provide clear guidance to decision makers, developers, businesses and residents as to the expectations for car parking provision in Cremorne.

Internal Consultation (One Yarra)

40. Officers have consulted across Council, with advice from Statutory Planning, Urban Design, Traffic and Sustainable Transport Units.

Financial Implications

41. The costs associated with the implementation of the Review have been anticipated and included in the City Strategy budget.

Economic Implications

42. The Review notes that the introduction of a Parking Overlay is unlikely to have a negative impact on the development of Cremorne as an Enterprise Precinct, as:

(a) development in the area over the last 5 years has already largely adopted the car parking rates proposed by PO2, demonstrating that a reduced parking rate is already accepted by the market; and

(b) overflow parking impacts are likely to be negligible given that on-street parking is already highly regulated within Cremorne and immediate surrounds.

43. Furthermore it would provide more certainty and clear guidance to decision makers, developers, businesses and residents, ensuring the Cremorne Enterprise Precinct has a more streamlined, efficient and effective planning framework.

Sustainability Implications

44. Cremorne is well serviced by public transport, cycling infrastructure and is highly walkable. The proposed PO2 would encourage travel to and within Cremorne is via sustainable transport modes.

Climate Emergency Implications

45. The reduction of car parking rates supports strategic priority four (*Transition to zero emission transport*) in the *Climate Emergency Plan*.

Social Implications

46. Proposed Amendment C281yara is consistent with the overarching goal in the Yarra Planning Scheme to integrate relevant environmental, social, and economic factors in the interests of net community benefit and sustainable development.

Human Rights Implications

47. There are no anticipated human rights implications.

Communications with CALD Communities Implications

48. It is officers understanding that CALD communities were considered as part of the community engagement led by the VPA in November-December 2019 to inform the preparation of the CPIP.

Council Plan, Strategy and Policy Implications

49. The *Yarra Council Plan 2017-2021* identifies the need to manage traffic movement and promote road safety within local roads.

50. The Proposed Parking Overlay (PO2) would assist with delivering the following key directions of Melbourne's metropolitan planning strategy, Plan Melbourne 2017-2050, including:

(a) Direction 4.1: create a city of 20-minute neighbourhoods.

(b) Direction 4.3: create neighbourhoods that support safe communities and healthy lifestyles.

51. Plan Melbourne 2017-2050 (Direction 5.1) states that a 20-minute neighbourhood must:

(a) be safe, accessible and well connected for pedestrians and cyclists to optimise active transport.

(b) ….

(c) facilitate access to quality public transport that connects people to jobs and higher-order services.

(d) …

(e) facilitate thriving local economies.

Legal Implications

52. The options outlined (see below) accords with the requirements of the *Planning and Environment Act 1987*.

Options

53. Council has three options if it chooses to progress an amendment to introduce a PO2:

(a) Option A – request the Minister for Planning in accordance with Section 8 (1) (b) and 20 (4) of the *Planning and Environment Act 1987*, to prepare, adopt and approve Amendment C281yara to the Yarra Planning Scheme;

(b) Option B – request the Minister for Planning in accordance with Section 8 (1) (b) and 20 (4) of the *Planning and Environment Act 1987*, to prepare, adopt and approve Amendment C281yara to the Yarra Planning Scheme <u>on an interim basis</u> for a couple of years; or

(c) Option C – Apply to the Minister for Planning under section 8A(3) of the *Planning and Environment Act 1987*, for "authorisation" to Council to prepare a full Amendment to the Yarra Planning Scheme.

54. These options are outlined below:

<u>Option A</u>

55. Section 20 (4) of the *Planning and Environment Act 1987* (the Act) enables the Minister for Planning to exempt an amendment, which the Minister prepares, from any of the notification requirements of sections 17, 18 and 19 of the Act or the regulations.

56. When considering the Amendment, the Minister would need to consider the criteria outlined in the *Ministerial Powers of Intervention in Planning and Heritage Matters* - November 2004 (PPN29).

57. Officers consider that the Amendment meets the criteria outlined in the Planning Practice Note (PPN29), including that compliance with any of the usual notification requirements is not warranted because:

(a) The impact of Amendment C281yara would be relatively limited as planning permit applications for retail and office land use activities are already being approved with a substantial reduction in car parking; and

(b) Targeted consultation was undertaken with potentially affected parties and a public process was conducted. The views of those individuals and stakeholders who participated in the public process are well understood and have been taken into account during the preparation of the Amendment C281yara. It is unlikely that further consultation would result in changes to the amendment.

58. Furthermore, the interests of this part of Victoria make such an exemption appropriate because the prompt approval of the Amendment would immediately:

(a) protect Cremorne from an oversupply of parking which would generate more traffic congestion;

(b) support employment and provide for development outcomes that contribute positively to the local context, sustainability, built form, quality of place and the public realm;

(c) implement a parking control that is consistent with current planning practice in the area;

(d) provide more certainty and clear guidance to decision makers, developers, businesses, ensuring the Cremorne Enterprise Precinct has a more streamlined, efficient and effective planning framework;

(e) manage car parking for a whole precinct, rather than on an ad hoc, site-by-site basis;

(f) reduce the traffic impacts of new office/commercial developments; and

(g) improve the built form interface with the public realm at ground level, if parking is not required.

59. The matter is also one of state significance where the determination of a reduced rate of car parking would have a substantial effect on the achievement and development of Cremorne as a sustainable Enterprise Precinct.

60. It is important to note, that the Minister for Planning would determine the final content of the Parking Overlay and may make changes, particularly to any proposed maximum parking rates given. Also, the effect of the exemption is that third parties would not receive a formal statutory notice of the amendment and would not have the opportunity to make a submission or be heard by an independent panel about the amendment.

Option B

61. Council could also request, under Section 20 (4) of the *Planning and Environment Act 1987* that the Minister for Planning to introduce Amendment C281yara on an interim basis.

62. The amendment process for Option B is the same as Option A. However, the Amendment, or more specifically the proposed Parking Overlay, would include a sunset clause (it is typical for an interim planning control to expire after one or two years).

63. Option B would provide the same immediate benefits as Option A, but it would be a short term approach to test the reaction on the market and community before committing to a long term solution to car parking management. If Council were to extend the interim controls or to seek permanent controls, this would again require the support and approval of the Minister for Planning and may consume significant Council resources.

Option C

64. Under section 8A (3) of the *Planning and Environment Act 1987*, Council can seek "authorisation" from the Minister for Planning to prepare Amendment C281yara to the Yarra Planning Scheme. This would require Council to give full notice that it has prepared an amendment. Notice of preparation of an amendment would need to be given to:

(a) Every minister, public authority and municipal council that may be materially affected by the amendment. This might include local bodies such as water and sewerage boards, the Environment Protection Authority and, in many cases, adjoining municipalities;

(b) The owners and occupiers of land that may be materially affected by the amendment. This includes anyone whose land is subject to changed controls under the amendment and might include owners and occupiers of adjoining or nearby land; and

(c) Any Minister, public authority, municipal council or person prescribed.

65. This option sets up a long, expensive and unpredictable process that requires both the support of Council and the Minister Planning. The average amendment process takes at least two years to complete, from authorisation to gazettal. The risk is, that while this type amendment progresses, the remaining sites in Cremorne would continue to be developed at a rapid pace and would provide more onsite parking, entrenching private vehicle use and generating more traffic congestion.

66. Officers support pursing Option A as it would enable a prompt decision to be made on the adoption and approval of Amendment C281yara (Attachment 2).

    Given Cremorne's rapid rate of development and finite ability to accommodate additional car-based trips, the management of car parking in Cremorne requires a long term, permanent solution to start to encourage a model shift away from private vehicle use and dependence. If the Minister for Planning supports the request to introduce Parking Overlay (as outlined), this would introduce the controls immediately and ensure that new land uses and development are assessed against the proposed Parking Overlay.

Conclusion

67. Due to unprecedented growth in Cremorne over the last several years, there is an increasing number of physical, social and economic issues that suggest the need to address and review onsite car parking planning provisions. Council engaged the Traffix Group to undertake a detailed review of car parking in the Cremorne Enterprise Precinct.

68. The Traffix Group review notes that, given Cremorne's physical constraints, the future of transport into Cremorne is via sustainable transport modes. To encourage a model shift away from private vehicle use, they recommended the application of a Parking Overlay to land in the Commercial 2 Zone and Comprehensive Development Zone in Cremorne. The reduction of car parking rates would remove incentives for car use and ownership and instead encourage active and public transport modes.

69. The following requirements for office and retail uses are proposed to be included in this Parking Overlay (P02):

    (a) The Office car parking rate is set at a **maximum** parking rate of 1.0 car spaces per 100m^2 of floor area; and

    (b) The Retail car parking rate is set at a **maximum** parking rate of 1.0 car spaces per 100m^2 of floor area.

70. Officers recommend Council request the Minister for Planning (in accordance with Section 8 (1) (b) and 20 (4) of the *Planning and Environment Act 1987)*, to prepare, adopt and approve Amendment C281yara to introduce PO2 into the Yarra Planning Scheme (Option A).

71. This would introduce a maximum car parking rate for office and retail in this precinct in order to better manage the emerging congestion in the precinct.

RECOMMENDATION

1. That Council note that:

    (a) the Cremorne area has limited access to the main road network surrounding the precinct and is also experiencing a great deal of development pressure that needs to be managed so that the precinct does not become overly congested through the movement of vehicles;

    (b) as part of the *Cremorne Creating Future Visions: Issues and Opportunities Paper (November 2019),* undertaken in conjunction with the Victoria Planning Authority, a carparking review has been undertaken of existing on-site and off-site parking conditions within the commercial area of Cremorne;

(c) an analysis of actual carparking rates for recently approved office developments within the Cremorne commercial precinct shows that the average carparking provisions has been 1.07 carspaces per 100 m2 for office landuse, and

(d) the Cremorne area is very well serviced by public transport and also has good cycling access for commuting of persons to office and ancillary retail premises.

2. That Council, in the context of the above:

(a) acknowledge that the current statutory rate of carparking of 3 car spaces per 100 m2 of office floorspace in Cremorne is not reflective of the inner city context of the area which is well serviced by public transport and also has good cycling networks, and in this regard the parking rate can reasonably be less than the minimum rate currently in the Yarra Planning Scheme;

(b) acknowledge that a rate of the of 3 car spaces per 100 m2 of office floorspace of off-street parking for new office floorspace would only add to the traffic congestion in the Cremorne area as further development occurs in the Commercial precincts, which would be undesirable by generating further traffic within the Cremorne area and cause additional congestion to the detriment of the precinct, and

(c) determine that the parking rate for office landuse, and ancillary retail landuse, can reasonably be less than the minimum rate currently in the Yarra Planning Scheme.

3. That Council, in this regard note:

(a) the officers report in respect to the proposed changes to the off-street carparking rate for office and retail landuses for the Cremorne precinct as outlined in the report;

(b) the commentary and analysis contained in the officer report and Attachments 1 and 2 in regards to car parking in the Cremorne Enterprise Precinct; and

(c) the proposed Amendment C281yara to introduce a Parking Overlay as a means of seeking to manage the development and congestion levels in the Cremorne area.

4. That Council, in the context of the above:

(a) adopt the *Document Parking Controls Review: Cremorne Enterprise Precinct* (Traffix Group, July 2020) at Attachment 1 for the purpose of pursuing Amendment C281yara to the Yarra Planning Scheme;

(b) adopt the draft amendment documentation at Attachment 2, which contains information required by the Minister for Planning to prepare, adopt and approve Amendment C281yara under 20 (4) of the *Planning and Environment Act 1987*; and

(c) authorise Council officers to request the Minister for Planning in accordance with Section 8 (1) (b) and 20 (4) of the *Planning and Environment Act 1987*, to prepare, adopt and approve amendment C281yarra to the Yarra Planning Scheme (Option A).

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Attachments
1⇩ Parking Controls Review: Cremorne Enterprise Precinct (Traffix Group, July 2020)
2⇩ Proposed Amendment C281yara documents

Attachment 1 - Parking Controls Review: Cremorne Enterprise Precinct (Traffix Group, July 2020)

Traffix Group

Parking Controls Review

Cremorne Enterprise Precinct

Prepared for
Yarra City Council

July 2020

G28313R-01C

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Attachment 1 - Parking Controls Review: Cremorne Enterprise Precinct (Traffix Group, July 2020)

Document Control

Our Reference: G28313R-01C

Issue No.	Type	Date	Prepared By	Approved By
A	Draft	30/06/2020	L. Furness	C. Dunstan
B	Revised Draft	20/07/2020	L. Furness	C. Dunstan
C	Final	21/07/2020	L. Furness	C. Dunstan

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Executive Summary

The purpose of this project is to introduce new car parking provisions in the Yarra Planning Scheme, that responds to local parking issues within the Cremorne Enterprise Precinct. The objectives of the project are to:

- Outline local parking issues, in the context of Cremorne as an enterprise precinct, to determine how the current provisions are applied and how the decision making process operates.
- To identify the average variation to the standard requirements in Clause 52.06 as approved by Council and/ or the Victorian Civil and Administrative Tribunal (VCAT) in land zoned Commercial 2 (C2Z) and Comprehensive Development (CDZ).
- To provide the strategic justification and rationale to reduce the provision of off-street car parking to promote more sustainable modes of transport and maximise floor areas for employment generating uses, rather that car parking.
- To establish clear, logical, and relevant car parking objectives for Cremorne's commercial areas to guide the exercise of discretion.
- To justify any variations in parking rates, including maximum rates, proposed via new car parking provisions.

This report provides a review of the existing parking needs and issues within Cremorne and a recommendation for new parking controls for the Cremorne Enterprise Precinct in the form of a Parking Overlay. The Overlay is to be applied to the Commercial 2 Zone and the Comprehensive Development Zone (Schedule 2 and 3) is designed to support the continued growth of Cremorne as a key area for employment within Yarra and inner Melbourne. The preparation of this report has had regard to both PPN57: The Parking Overlay and PPN22: Using the Car Parking Provisions.

The need for a review of the parking controls is borne out of a number of factors including:

- That Cremorne is undergoing a rapid rate of development, land use change and intensification.
- Cremorne is attracting a significant number of trips from outside the Precinct.
- Cremorne has a constrained road network that experiences high levels of traffic congestion.
- Tensions between businesses, residents and visitors to the area.

This report builds on a foundation of a number of strategic and transport planning studies which have been produced by Yarra City Council, DELWP and others in recent years regarding planning in Cremorne. These studies emphasis the unique advantages of Cremorne, in particular its ability to attract and provide employment in the emerging knowledge economy, its inner-city location and unique urban environment and its connection to transport.

Cremorne has a number of unique transport challenges and opportunities, namely:

- The road network within Cremorne is constrained in a number of ways:

Attachment 1 - Parking Controls Review: Cremorne Enterprise Precinct (Traffix Group, July 2020)

  - Cremorne's connections to the arterial road network are limited in all directions, particularly to the north, west and south.
  - The arterial road network and its connections to Cremorne are congested during the commuter peak hours and there are very limited options to increase the traffic capacity of the arterial road network or its connections into Cremorne.
  - The rail lines through Cremorne form barriers to movement of all transport modes with only a limited number of crossing points.
  - It is served by a dense network of narrow roads. Many of these roads operate in a one-way direction. A significant number of the roads are akin to laneways with narrow cross sections and have limited traffic carrying capacity.
- Cremorne is highly accessible by public transport. This includes 'local' tram and bus services and city-wide services via the metropolitan rail network.
- There is high quality bicycle infrastructure in the area around Cremorne, however the connections to this infrastructure are not at the same high level.
- Cremorne is highly walkable from a geographic standpoint. However, the quality of the pedestrian infrastructure within the local road network is generally poor, with key issues being narrow footpaths/verges, variable surface quality, infrastructure obstructing footpaths and generally poor pedestrian amenity.
- On-street parking is highly controlled, with limited options for long-term (staff) parking using public parking resources. Demand for car parking within Cremorne is generally very high during business hours and lower during the evening and on weekends.

Given the above constraints, the future of transport into Cremorne is via sustainable transport modes – walking, cycling and public transport. While there are issues with the walking and cycling environment within Cremorne itself, its location and access to public transport modes means that Cremorne already has the key attributes required to support sustainable transport choices. The congestion and traffic capacity constraints should be seen as a benefit in encouraging sustainable transport modes.

In the context of the above, the Parking Overlay recommended by this report is primarily designed to reduce the parking requirements of employment generating developments. This will assist the development of Cremorne by:

- Encouraging sustainable transport modes.
- Reducing the traffic impacts of new office/commercial developments.

The following requirements are recommended for the Parking Overlay:

- The Office car parking rate is set at a maximum parking rate of 1.0 car spaces per 100m^2 Net Floor Area (NFA).
- The Retail car parking rate is set at a maximum parking rate of 1.0 car spaces per 100m^2 Leasable Floor Area (LFA).

All other uses are to remain at the current minimum requirements of Column B of Clause 52.06-5.

The provision of maximum parking rates is specifically designed to:

Attachment 1 - Parking Controls Review: Cremorne Enterprise Precinct (Traffix Group, July 2020)

- Support sustainable transport outcomes.
- Reduce future demand for private transport and consequential traffic congestion impacts.
- Remove planning barriers to the provision of low car parking.
- Provide a means to control the over-supply of car parking.
- Provide certainty to stakeholders, decision makers and the community with regards to car parking outcomes.
- Discourage costly (and which may also become redundant in future) car parking solutions.

'Office' is a particular use that is an important target for mode shift due to its impact on the road network and is a key land use for the Commercial 2 Zone within Cremorne. Office parking is a key generator of traffic during the road network peak hours and this peak demand occurs at the peak availability of public transport services (i.e. services are at their most frequent). Importantly, office car parking generates 2 to 3 times more traffic on a per car space basis during peak hours than a residential car space.

Retail is generally a secondary land use to office within Cremorne. The retail rate is designed to recognise that the same issues with staff parking for office uses also applies to retail uses. It also recognises that in many cases the retail component of a development in Cremorne is small and provides local service and amenities to local workers and residents of the area, who do not require car parking to access the use.

The Parking Overlay is also accompanied by a set of additional decision guidelines, required for when applications seek to exceed the maximum rates imposed. Developments seeking to exceed the maximum requirements should still encourage sustainable transport patterns and not negatively impact the local transport network.

Attachment 1 - Parking Controls Review: Cremorne Enterprise Precinct (Traffix Group, July 2020)

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1. Introduction

The State Government is currently promoting 'Enterprise Precincts' as hubs for the emerging knowledge economy. These precincts are designed to create new jobs and better respond to changes in the economy and evolving ways of working. Enterprise precincts are typically dense, accessible, and amenity-rich urban areas that provide fertile ground for business formation and idea development and innovation. Cremorne has been identified as a Pilot Enterprise Precinct.

Traffix Group has been engaged by Yarra City Council to undertake a review of the parking controls that should apply within the Commercial 2 Zoned land in and the Comprehensive Development Zone (Schedule 2 and 3) Cremorne in the context of its status as an Enterprise Precinct and key employment generator.

Cremorne is a unique area within inner Melbourne that faces particular transport challenges and opportunities. The implementation of a Parking Overlay is designed to support the growth of the precinct and the desired transport outcomes within Cremorne.

2. Methodology

This report reviews the transport engineering challenges and opportunities facing Cremorne and provides recommendations in regard to new parking controls that will assist in implementing Council's vision for the Cremorne Enterprise Precinct.

In formulating the recommendations of this report, the study included the following methodology:

- A review of background documents, planning and transport studies prepared by Council and others in relation to Cremorne.
- A review of Cremorne's planning policy context, state and local planning policies and PPN57: The Parking Overlay and PPN22: Using the Car Parking Provisions.
- Review of recent planning permit applications and approvals within Cremorne over the last 5 years.
- Analysis of car parking resources, management and demand within Cremorne.
- Results of surveys of employers and employees within Cremorne.
- A collaborative approach has been undertaken with Council Officers, including a number of workshops and team meetings.

2.1. Reference documents

This report relies on the following key background documents prepared by Yarra City Council and others:

- Cremorne Traffic Assessment (2019)
- Cremorne Streets and Movement Strategy (Draft) – Consultation Document (2019)
- DELWP – Unlocking Enterprise in a Changing Economy

Attachment 1 - Parking Controls Review: Cremorne Enterprise Precinct (Traffix Group, July 2020)

- Yarra Office Demand Study (2018)
- Cremorne Issues and Opportunity Paper (2019)
- Adopted Yarra Housing Strategy (2018)
- Adopted Yarra Spatial Economic and Employment Strategy (2018)

3. Proposal and Background

The study area is the Cremorne Enterprise Precinct, as defined in the following figure.

The blue outline defines the study area of the Cremorne Place Implementation Plan (i.e. the Enterprise Precinct). The blue line defines the Parking Overlay study area which includes land zoned:

- Commercial 2
- Comprehensive Development Zone (Schedule 2 and 3)

The Overlay would not apply to Public Use Zones (PUZ) or Public Park and Recreation Zones (PPRZ). It would also not apply to the Swan Street Activity Centre.



Figure 1: Cremorne Enterprise Precinct (Source: Yarra City Council)

This review of parking controls in the area is the result of a number of issues which have developed in recent years within the Cremorne area, specifically:

- That Cremorne is undergoing a rapid rate of development, land use change and intensification.
- Cremorne is attracting a significant number of trips from outside the Precinct.

- Cremorne has a constrained road network that experiences high levels of traffic congestion.
- Has an established parking provision deficit.
- Experiences physical constraints and market conditions that affect the future provision of car parking.
- Tensions between businesses, residents and visitors to the area, including as a result of new development.

3.1. The Cremorne Enterprise Precinct

Cremorne has emerged as an 'Enterprise Precinct' of State significance suitable for the growing knowledge and services-based economy with an output of $2.7 billion and over 10,000 workers at present. Cremorne has become a key destination for local and global high technology companies and demand for employment within the suburb continues to grow.

Enterprise precincts are defined as typically dense, accessible, and amenity-rich urban areas that provide fertile ground for business formation and idea development and innovation.

The policy document, Unlocking Enterprise in a Changing Economy (Victoria. Department of Environment, Land, Water and Planning, 2018), provides a framework to identify and support Enterprise Precincts. Cremorne had been identified as a Pilot Enterprise Precinct. Designated Pilot Enterprise Precincts are intended to provide guidance to other local government, industry and communities on how new partnerships can be formed to further Enterprise Precincts in Victoria. The Unlocking Enterprise in a Changing Economy policy includes the following description of Cremorne:

> *Cremorne has emerged as Australia's premier destination for creative design, particularly in the tech and digital space. Its reach is now global, with several billion dollar tech firms mixing healthily with small-to-medium sized entities, start-ups and co-working spaces.*
>
> *Enabled by the City of Yarra's foresight and steadfastness to retain its employment focus, and spurred by some committed and engaged local landowners and businesses, Cremorne is going through a profound period of growth, reinforcing its industry specialisation and strategic potential, and furthering Melbourne's economic ecosystem.*
>
> *Drawing from its industrial heritage and building stock, proximity to central Melbourne, diversity of small and large land parcels, pokey laneways complementing good public transport access, and the amenities provided on Swan and Church Streets, Cremorne has all the characteristics of an enterprise precinct tailored to the needs of the emerging economy.*
>
> *Reflecting these characteristics, development activity is running hot in Cremorne. During this period of rapid change, the challenge will be in ensuring development adds to the precinct's economic functioning and 'buzz', maintaining it as a creative place to work for years to come.*
>
> - *Unlocking Enterprise in a Changing Economy (DELWP, 2018)*

The Unlocking Enterprise in a Changing Economy policy document identifies 9 key ingredients for a successful Enterprise Precinct. These are identified below.



Figure 2: Ingredients of a Successful Enterprise Precinct (DWELP, 2018)

Two of these ingredients are closely linked to transport, Accessibility and by extension, Quality of Place.

While Access and Infrastructure most clearly have transport implications, Quality of Place is also an important consideration. The street network of a precinct has a strong role to play in providing a quality urban environment and as this report shows, while Cremorne has potential in this area, it also suffers from a variety of transport and urban environment issues at the local level.

3.2. Future Demand for Office Space

Cremorne has become a key destination for local and global high technology companies. Yarra City Council has provided information to Traffix Group of issued and current planning applications indicating that Council has approved (some currently under construction or recently completed) or is currently considering over 150,000m^2 of additional office floor space within Cremorne. This is discussed in more detail at Section 5.10.

The 'Yarra Office Demand Study'[1] (Urban Enterprise, March, 2018) identified that Cremorne and the City of Yarra has a number of competitive advantages which uniquely position the municipality to cater to the needs of contemporary businesses and workers. This include:

- *A favourable zoning and development profile (particularly the availability of C2Z land);*
- *Industrial heritage and opportunities for re-use and adaptation of heritage buildings;*
- *Strategic location – proximity to CBD and eastern suburbs;*
- *Transport connectivity;*
- *Public transport and cycling infrastructure;*
- *Strong lifestyle attributes and vibrant precincts; and*
- *Recognition and brand equity for creative and tech-based enterprise.*

The 'Yarra Office Demand Study' also identified a number of trends within the City of Yarra and Cremorne:

- *Between 2011 and 2016, the number of jobs in Cremorne increased by 4,000, a percentage increase of 61%.*
- *Cremorne has emerged as major tech precinct of national significance, accommodating a number of the major companies in Australia (MYOB, Tesla, REA, Carsales, Uber, Seek future).*
- *Demand for office floor space is expected to be strong in the short to medium term (up to 10 years).*

These strengths have supported a growing business base, particularly small and medium enterprise. However, in recent years there has been increasing interest from larger businesses and regional headquarters.

A key driver of increased demand in Yarra has been the increased competition between companies to attract and retain talented workers (particularly in the creative and technology sectors). For younger workers in these industries, Yarra's office precincts provide lifestyle benefits which appeal to these workers more than areas perceived as being 'sterile' or 'bland' environments of traditional office precincts in the CBD and Docklands.

These factors combine to underpin strong demand for office space in Yarra at present and indicate a competitive advantage in relation to attracting businesses seeking a young, creative, and skilled workforce.

[1] Prepared for the City of Yarra by Urban Enterprise, dated March 2018

3.3. Work Underway

A key Pilot Enterprise Precinct initiative is the development of the Cremorne Place Implementation Plan (CPIP), which will provide a high-level vision for the future of Cremorne and a prioritised set of projects that will progress delivery of that vision.

Concurrent with preparation of the CPIP, the City of Yarra is completing/has completed a number of projects as part of the broader CPIP.

a) Cremorne Issues and Opportunities Paper (Nov, 2019). This work aimed to identify issues and opportunities in Cremorne to be reviewed as part of this project. This was completed in November, 2019.

b) Cremorne Issues and Opportunities Paper – Stage 1 Engagement Outcomes Summary Report (Feb, 2020).

c) Cremorne Streets and Movement Strategy (Draft) – Consultation Document (Oct, 2019). This strategy aims to identify key transport and movement issues and opportunities and put forward a vision for streets and people movement, including some high-level concepts of how this could be achieved. The purpose of the Strategy is to set out a vision, opportunities and urban design response.

3.3.1. Cremorne Issues and Opportunities Paper

This paper identifies issues and opportunities in Cremorne. In regard to transport and movement, the paper identifies the following key considerations:

- *Cremorne is a relatively small area built around tight streets and there is competition between different road users. The two primary gateways to the precinct, Cremorne and Balmain streets, are becoming increasingly congested as more people live, work or visit the precinct.*
- *There is a need to address movement challenges, including the appropriate provision of carparking, safety of pedestrians and cyclists, traffic circulation and traffic calming throughout the precinct.*
- *The barriers to movement and constrained street network make orientation and navigating through the precinct difficult for all transport users and visitors to the area.*
- *Due to forecast growth in trip demand and minimal capacity for the network to accommodate more car movements, there is a need to improve and promote sustainable transport modes, focussing on pedestrian safety and level of service on the transport network.*
- *Provision also needs to be made to retain vehicle access throughout the precinct to support the needs and requirements of existing residents and businesses operating in the precinct.*
- *There is an opportunity to consider trialling different approaches to off-street parking provision and management and on street use of space.*

The report identifies the following key opportunities within Cremorne:

- *Increasing use of public transport through better access and infrastructure investment*

- *Balance the demands of different road users to provide a safer and more efficient road network.*
- *Develop infrastructure to support increased active transport*
- *Promote the most efficient management and use of car parking supply*

3.3.2. Cremorne Issues and Opportunities Paper – Stage 1 Community Engagement

The purpose of this phase of engagement was to gather community and stakeholder views on the Cremorne Issues and Opportunities Paper. Stage One community engagement was undertaken in November-December 2019 to inform the preparation of the Plan.

The key findings of the consultation in relation to transport issues were:

- *The strongest overall support was for walking as a priority mode of transport and improvements to public transport.*
- *Participants also strongly supported reviewing car parking provisions, improving the cycling and pedestrian networks, installing protected bike lanes, and piloting other safety measures such as reduced speed limits to protect cyclists and pedestrians.*
- *Car sharing and bike sharing were least supported. This may be due to a perceived importance of addressing transport congestion in Cremorne.*

3.3.3. Cremorne Streets and Movement Strategy (Draft)

The purpose of the draft Cremorne Streets and Movement Strategy is to assist Council in the effective planning for a major increase in trip demand associated the increased development within Cremorne. This additional development results in increased movement on a local road network which is already operating at, or near, peak vehicle capacity.

This is summarised in the strategy as follows:

> *The increasing demands on street space driven by land use intensity within Cremorne requires greater priority to be allocated to more space-efficient travel modes (walking, cycling, train, tram, bus) whilst still recognising the importance of providing space for essential services, deliveries, residents and those with special needs. Private vehicle travel is not considered a priority or mass transit mode in this area, and future planning must recognise the limitations of car access into and through Cremorne, while protecting the ability of the network to support existing and future economic activity.*

Another key component of the strategy is the treatment of streets as places, not just being required for the purposes of movement. The Strategy is implementing a key policy directive of Plan Melbourne:

> *Policy 4.1.2 - Integrate place-making practices into road-space management*
>
> *Streets are both places to pass through and destinations. There is a need to balance the competing demands of movement and place in defining the priority functions of streets. This will help create a sense of place and structure across the city.*

It is also recognising that access and quality of place are key ingredients for an Enterprise Precinct.

This draft strategy highlights that the streets within Cremorne are currently weighted in favour of movement (including providing on-street car parking) and generally have very limited sense of place.

To achieve both of these objectives requires a reallocation of road space within Cremorne to prioritise access and safety for pedestrians, cyclists and public transport users. A significant amount of the reallocated road space will ultimately come from existing on-street car parking and in some cases, traffic space.

4. Policy Context

4.1. Plan Melbourne 2017-2050

Plan Melbourne is a long-term vision to ensure that Melbourne grows more sustainable, productive and liveable as its population approaches 8 million. It is a long-term plan designed to respond to the state-wide, regional and local challenges and opportunities Victoria faces between now and 2050.

The objectives of Plan Melbourne are supported by a series of directions, initiatives and actions. The development of Cremorne relates to a range of initiatives outlined in Plan Melbourne including:

1. *Melbourne is a productive city that attracts investment, supports innovation and creates jobs*
    - *Direction 1.1: Create a city structure that strengthens Melbourne's competitiveness for jobs and investment*
    - *Direction 1.2: Improve access to jobs across Melbourne and closer to where people live*
    - *Direction 1.3: Create development opportunities at urban renewal precincts across Melbourne*

Apart from these initiatives, increasing development in Cremorne will also assist with delivering on key directions including:

- *Direction 2.2: reduce the cost of living by increasing housing supply near services and public transport* (in this case, by bring employment new housing and public transport services)
- *Direction 4.1: create a city of 20-minute neighbourhoods*
- *Direction 4.3: create neighbourhoods that support safe communities and healthy lifestyles.*

Plan Melbourne 2017-2050 (Direction 5.1) states that a 20-minute neighbourhood must:

- *be safe, accessible and well connected for pedestrians and cyclists to optimise active transport.*
- *offer high-quality public realm and open space.*
- *provide services and destinations that support local living.*
- *facilitate access to quality public transport that connects people to jobs and higher-order services.*

- *deliver housing/population at densities that make local services and transport viable.*
- *facilitate thriving local economies.*

Plan Melbourne goes on to state that:

> *The 20-minute neighbourhood is all about 'living locally'— giving people the ability to meet most of their everyday needs within a 20-minute walk, cycle or local public transport trip of their home.*

Figure 3 is an extract from Plan Melbourne which encapsulates what a 20-minute neighbourhood means.

The creation of new employment opportunities within Cremorne, which is highly walkable, well connected via quality public transport and bicycle facilities, accords with the vision of Plan Melbourne 2017-2050 in terms of creating a '20-minute neighbourhood'. A 20-minute neighbourhood also means that local employment opportunities are available which are well connected to public transport services.



Source: Department of Environment, Land, Water and Planning

Figure 3: The 20-minute neighbourhood (Source: Plan Melbourne)

4.2. Local Planning Policies and Strategy

Yarra City Council supports sustainable transport and design in new and existing developments through a number of policies and initiatives. These are summarised as follows.

Municipal Strategic Statement – Clause 21.06 Transport

Clause 21.06 of the Yarra Planning Scheme identifies the following objectives and associated strategies in relation to transport:

21.06-1 Walking and cycling

Objective 30 To provide safe and convenient pedestrian and bicycle environments.

Strategy 30.1 Improve pedestrian and cycling links in association with new development where possible.

Strategy 30.2 Minimise vehicle crossovers on street frontages.

Strategy 30.3 Use rear laneway access to reduce vehicle crossovers.

21.06-2 Public transport

Objective 31 To facilitate public transport usage.

Strategy 31.1 Require new development that generates high numbers of trips to be easily accessible by public transport.

21.06-3 The road system and parking

Objective 32 To reduce the reliance on the private motor car.

Strategy 32.1 Provide efficient shared parking facilities in activity centres.

Strategy 32.2 Require all new large developments to prepare and implement integrated transport plans to reduce the use of private cars and to encourage walking, cycling and public transport.

Objective 33 To reduce the impact of traffic.

Strategy 33.1 Ensure access arrangements maintain the safety and efficiency of the arterial and local road networks.

Strategy 33.2 Ensure the level of service needed for new industrial and commercial operations does not prejudice the reasonable needs of existing industrial and commercial operations to access Yarra's roads.

Sustainable Transport Policies

Yarra City Council's Strategic Transport Statement (adopted April, 2006) has created a Hierarchy of Transport Modes that "should be applied to all decision making and actions related to transport in the City". The hierarchy is as follows:

More sustainable transport modes

1. *Pedestrians**
2. *Cyclists*

3. *Tram*
4. *Bus/Train*
5. *Taxi users / car sharers*

*(*includes using wheelchairs and walking with prams)*

Less sustainable transport modes

6. *Freight vehicles*
7. *Motorcyclists*
8. *Multiple occupants local traffic*
9. *Single occupants local traffic*
10. *Multiple occupants through traffic*
11. *Single Occupant through traffic*

Council's Parking Management Strategy (2013-2015 Action Plan) sets out Council's vision, goals and principles for managing parking in the City of Yarra as follows:

> ***Vision for managing parking***
>
> *Parking is managed by the City of Yarra to promote sustainable transport solutions and to optimise residents' access to homes - Council will also seek to accommodate the parking needs of visitors, businesses and community facilities in a manner that is open and clear.*

The relevant principles of managing parking are:

> *Principle 7. Ensure that new developments are self-sufficient in meeting their parking needs - with the exception of encouraging reduced parking or no car parking developments for sites very close to public transport stops.*
>
> *Principle 8. Ensure the adequate provision of bicycle and motorcycle parking.*

The proposed Parking Overlay supports the transport strategies and objectives of Yarra City Council encouraging employment in an area well serviced by public transport and alternative transport modes. The car parking rates recommended are inline with Council's sustainable transport policies.

We note that Council has received authorisation from the Minister for Planning to prepare Amendment C269Yarra which proposes to introduce new local policies in to the Yarra Planning Scheme.

4.3. Planning Practice Notes

There are two key Planning Practice Notes in relation to the provision of car parking as required by the Planning Scheme:

- Using the Car Parking Provisions: Planning Practice Note 22 (PPN22) provides guidance about the use of the car parking provisions in Clause 52.06 and the Parking Overlay. It explains how the car parking requirements are calculated and what information is required to be submitted with an application with car parking.

Attachment 1 - Parking Controls Review: Cremorne Enterprise Precinct (Traffix Group, July 2020)

- The Parking Overlay: Planning Practice Note 57 (PPN57) provides guidance to Councils about the preparation and application of the Parking Overlay. It explains what the Parking Overlay is, what it does, when and how to use it and how to complete a schedule to the overlay.

5. Existing Conditions

5.1. Study Area

The total study area, as defined in the CPIP, is bound on three sides by Punt Road, Swan Street and the Yarra River. The study area includes both sides of Church Street and the full extent of the Commercial 2 Zone – extending up to the residential properties along the west side of Brighton Street.

A zoning map is provided at Figure 4.

The study area for Cremorne encompasses two distinct areas, the commercial area and the residential area. The commercial area is characterised by industrial heritage juxtaposed with more recent office development of 7-14 storeys dispersed throughout the precinct. This area is larger than the area bound by the orange border in the figure below.

Cremorne also includes three pockets of residential zoned land, largely comprising heritage, low-rise terraced housing, as well as a small number of large mixed-use developments that border the southwest corner of the precinct. Development is largely replacement dwellings and residential extensions.

The study area, to which the Parking Overlay review applies, is limited to land zoned Commercial 2 (C2Z) and Comprehensive Development (CDZ) within the study area boundary.

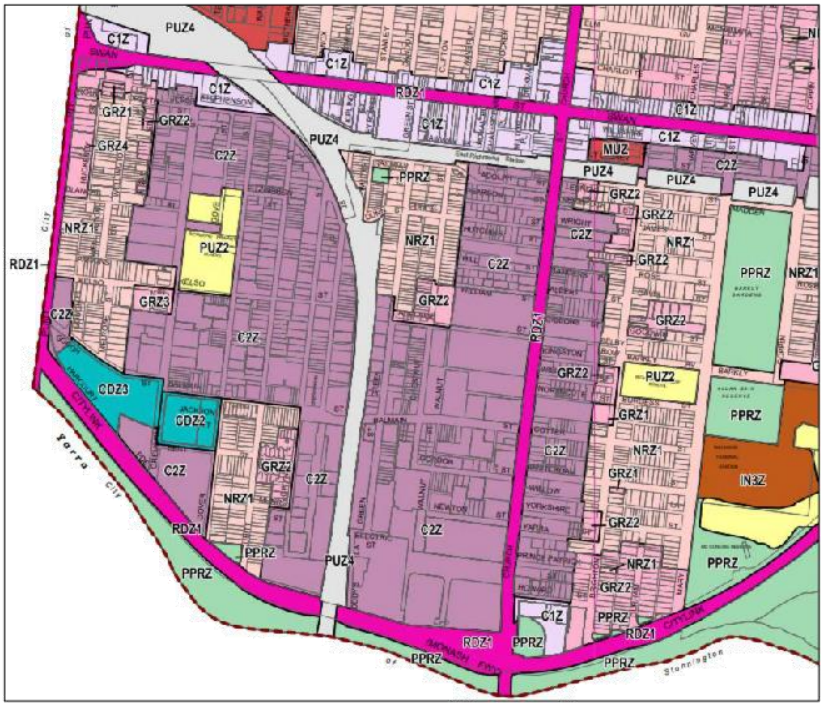


Figure 4: Cremorne Zoning Map

5.2. Regional Context

The Cremorne Enterprise Precinct is located within inner Melbourne and in close proximity to the Melbourne CBD (less than 2km away) and a number of significant Activity Centres. Its location relative to the central city area is shown in the figure below. Notably, Cremorne is a similar distance to the CBD as Fishermans Bend, Arden/Macaulay and the northern areas of Parkville while in many ways it is also better connected to the CBD via Richmond Station (and the numerous metropolitan services this station offers).

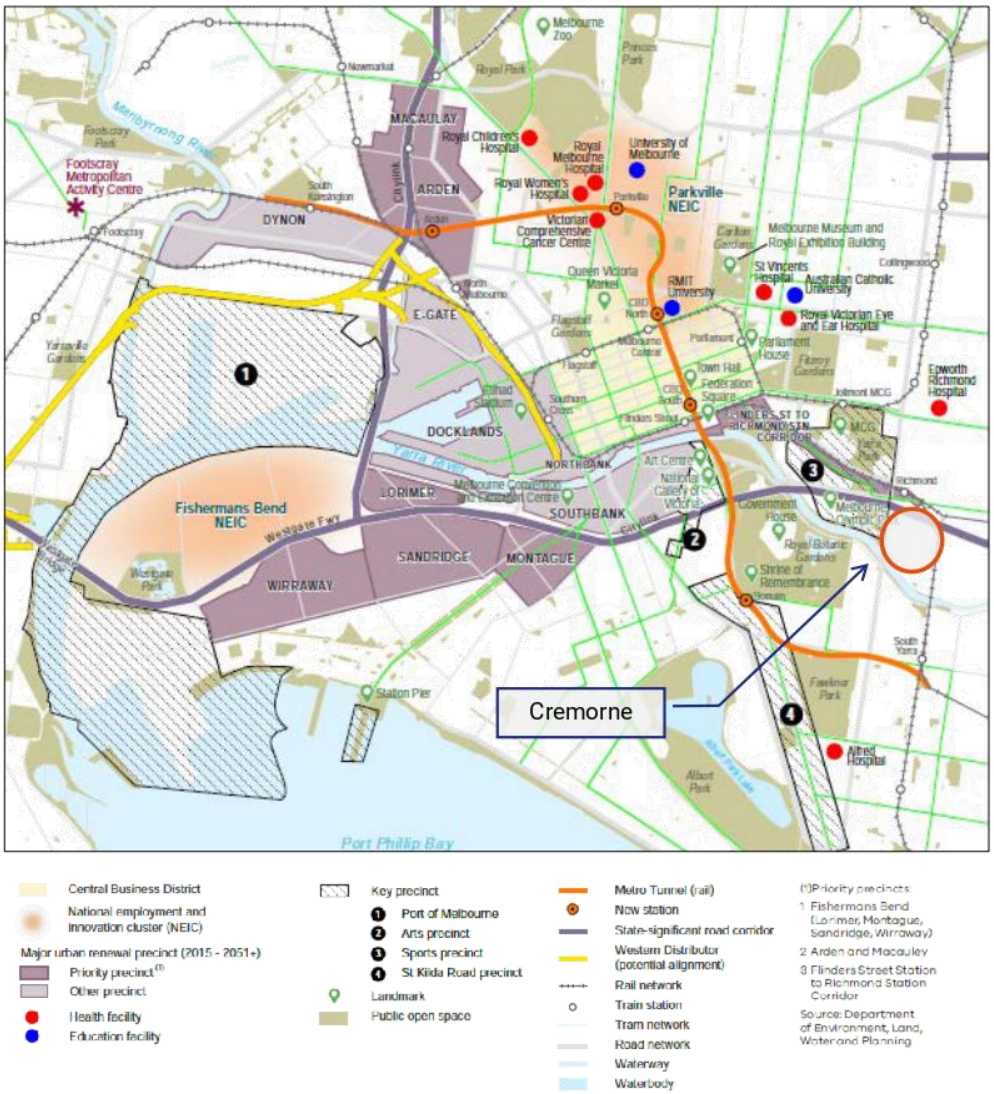


Figure 5: Cremorne's location relative to the central city (Source: Plan Melbourne)

The Cremorne Enterprise Precinct is bound by the Swan Street Activity Centre to the north.

The Chapel Street Major Activity Centre is also located to the direct south of the precinct.

Key land uses in the vicinity of Cremorne include:

- Yarra Park/Melbourne Cricket Ground – located on the north-west of Cremorne,
- Olympic Park Precinct – located adjacent Cremorne to the west,
- Melbourne High School – located 200m south of Cremorne,
- Melbourne Girls Grammar – located 250m south-west of Cremorne,
- Royal Botanical Gardens – located 300m west of Cremorne, and
- Epworth Richmond – located 1km north of Cremorne.

5.3. Local Context

Land use within the Cremorne Enterprise Precinct consists of a wide variety of retail, commercial, office, industrial and residential land uses. The Cremorne Enterprise Precinct also includes the Kangan Institute (PUZ2 Public Use Zone – Education).

Richmond Station is the key transport node located on the periphery of Cremorne, however East Richmond Station and South Yarra Station are both within a walkable distance of Cremorne. Road-based tram and bus services operate along the arterial roads bordering the precinct.

The availability of these everyday services and amenities means that the Cremorne Enterprise Precinct already meets many of the characteristics that define the 20-minute neighbourhood described in Plan Melbourne (see Section 4.1).

Cremorne is becoming a key destination for local and global high technology companies. The suburb encompasses residential neighbourhoods nestled amongst the rapidly changing commercial areas.

The figure below identifies the general land use patterns in Cremorne, including the 11 large key employers and the key features of the transport network servicing the area.

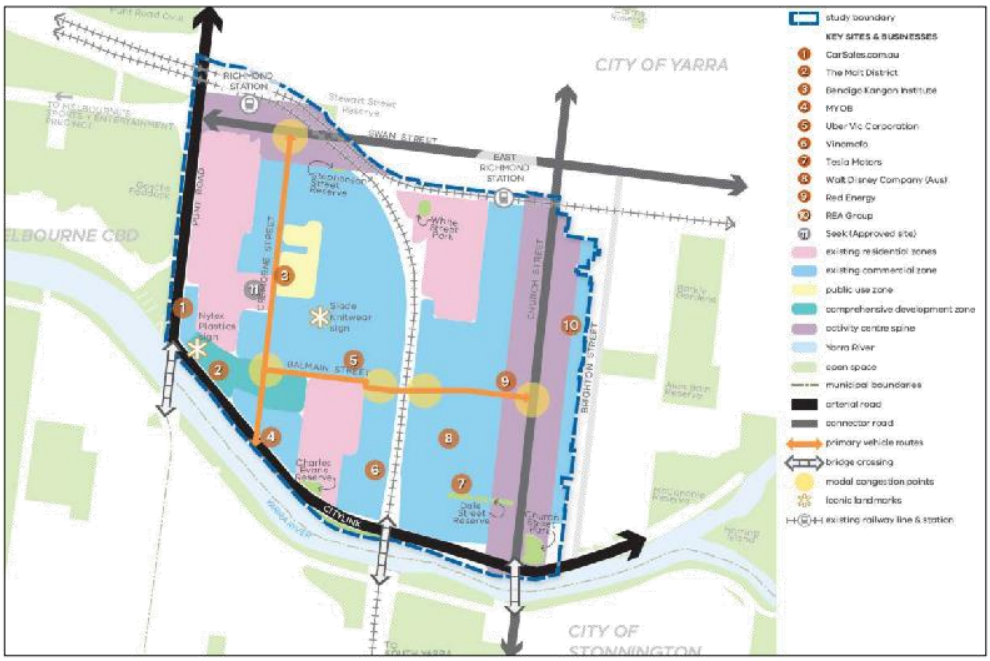


Figure 6: Key Attributes Map of Cremorne (Source: Cremorne Issues and Opportunities Paper, 2019)

5.4. Review of Transport Network

5.4.1. Road Network

Cremorne is characterised by its unique and constrained road network. The suburb is effectively bound in each direction by Arterial Roads/Freeways:

- Swan Street to the north.
- Church Street to the east (although part of the area included within the overlay is on the east side of Church Street).
- Citylink to the south.
- Punt Road to the west.

Furthermore, the Yarra River to the south (and Citylink) forms a barrier to local vehicle and pedestrian movement to the south, with the only two crossing points being at Punt Road and Church Street.

All of these arterial roads are highly congested inner-city arterials. The table sets out the configurations and daily traffic volumes carried by these roads

Attachment 1 - Parking Controls Review: Cremorne Enterprise Precinct (Traffix Group, July 2020)

Table 1: Arterial Road Traffic Volumes (Source: Department of Transport Open data, 2020)

Road Name	Configuration/Notes	Average Annual Daily Traffic Volume
Punt Road (between Citylink and Swan Street)	3 or 4 traffic lanes in each direction	55,000
Citylink (between Punt Road and Church Street)	Freeway link No access except for outbound on-ramp at Cremorne St and outbound off-ramp at Church Street	88,000
Swan Street (between Lennox Street and Punt Road)	4 lane arterial road Kerbside lanes typically used for on-street parking, outside of peak hour Clearways Centre lanes accommodate tram tracks	18,000
Church Street (between Citylink and Swan Street)	Effectively a 2 lane arterial road Kerbside lanes typically used for on-street parking (no Clearways) Bicycle lane Centre lanes accommodate tram tracks	18,000

Access to the arterial road network from Cremorne is also subject to physical constraints. These constraints are summarised at Figure 7 and discussed below.

- To the north, the only location where full access is provided is at Cremorne Street. Wellington Street offers a left-out only access. The Lilydale/Belgrave/Alamein/Glen Waverley rail line forms a barrier for other local roads connecting to Swan Street.
- To the east, Balmain Street is the only location where traffic signals are provided. While there are more local road connections to Church Street (in comparison to other directions), many of these are narrow laneways or one-way streets that have very limited capacity to carry traffic.
- To the south, Citylink and the Yarra River block local movement. Cremorne Street provides a connection to the outbound direction of Citylink towards the Monash Freeway and south-eastern suburbs. Travelling inbound, drivers can arrive via Punt Road, then use Swan Street and Cremorne Street to enter the precinct.
- To the west, access to Punt Road is highly controlled and where provided, limited to left-in/left-out movements. Travelling to the north away from Cremorne using Punt Road is reliant on Cremorne Street and Swan Street. To arrive from the south along Punt Road relies on turning right into Swan Street and then right again into Cremorne Street, or alternatively using Church Street.

Attachment 1 - Parking Controls Review: Cremorne Enterprise Precinct (Traffix Group, July 2020)

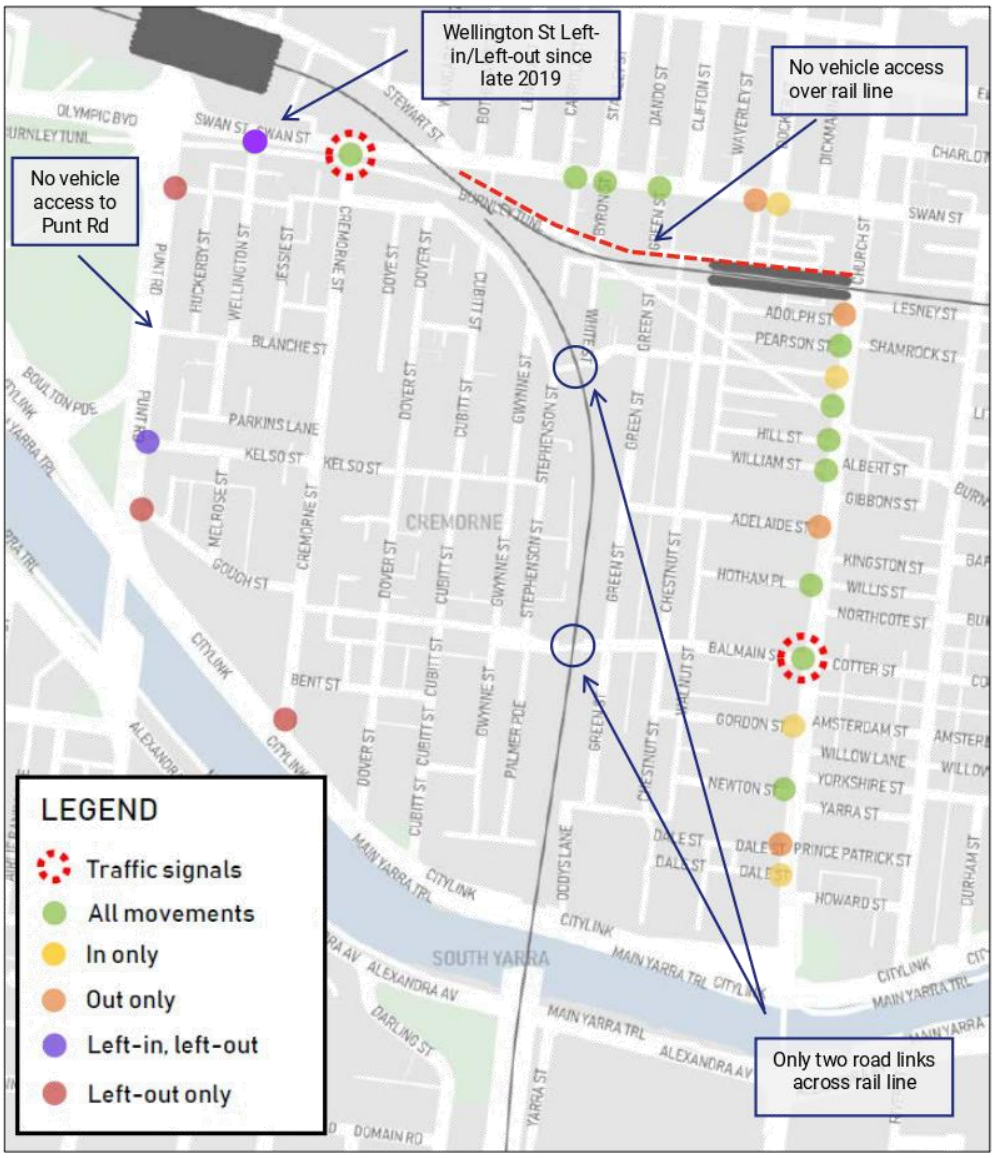


Figure 7: Existing Access Constraints (Source: Cremorne Traffic Assessment, DoT/MRPV)

Due to the local road layout and traffic management, Cremorne is primarily accessed via the higher order local roads, which are Cremorne Street and Balmain Street. Both of these roads have signalised intersections with the external Arterial Road network and facilitate access to the lower order roads within Cremorne.

Figure 8 sets out the daily traffic volumes of key streets within the local road network and highlights the reliance on the Cremorne Street/Balmain Street link through the precinct.



Figure 8: Existing Daily Traffic Volumes (Source: Cremorne Traffic Study 2019, DoT/MRPV)

Cremorne Street is a higher order Council road which is aligned in a north-south direction from Swan Street in the north to Citylink in the south. The road carriageway generally provides kerbside parking on both sides of the road, while also being wide enough to facilitate two-way traffic flow at the same time.

Line marking (bicycle symbols) signifies that Cremorne Street is a shared road with bicycles, although no formal bicycle lane is provided.

A signalised intersection is provided at the intersection with Swan Street which facilitates fully directional movement to/from Swan Street. At the intersection with Citylink, movement is restricted to left out from Cremorne Street.

Balmain Street is a higher order Council road, which is orientated in an east-west direction from Church Street in the east to Cremorne Street in the west. To the east of the overhead railway bridge, the road is wide enough to accommodate parking on each side of the road and simultaneous two-way traffic flow. The road narrows to the west of the railway bridge and parking is restricted on the south side of the carriageway by 'No Stopping' restrictions, which allows for two-way traffic flow to be maintained.

Line marking (bicycle symbols) signifies that Balmain Street is a shared road with bicycles, although no formal bicycle lane is provided.

A signalised intersection is provided at the intersection with Church Street which facilitates fully directional movement to/from Balmain Street.

Internally, the street network is defined by a dense network of local streets. These are largely narrow streets with limited road reserve widths. Many of these streets operate in a one-way direction. The road carriageways have generally been maximised and on-street parking is provided wherever possible. The walking environment in most of these streets is poor as a consequence of the narrow verges available. Many footpaths are obstructed by street infrastructure (power poles, etc.); a consequence of the narrow verges. As a result, the pedestrian amenity within many streets is low.

5.4.2. Capacity Limitations

A Cremorne Traffic Assessment was commissioned in June 2019 by Department of Transport and Major Road Projects Victoria as part of the Streamlining Hoddle Street project. The independent study was designed to develop a better understanding of how traffic moves through the Cremorne area. The changes to the Punt Road/Swan Street intersection as part of this project had implications on access to Cremorne, particularly:

- Changes to Swan Street, including making it one traffic lane in each direction at Cremorne Street and reducing the length of the right turn lane into Cremorne Street.
- The limitation of Wellington Street to left-in/left-out movements only, increasing the pressure on Cremorne Street to accommodate right turn movements (in and out of the area).

This report identified the following high-level issues within the Cremorne area:

- *The fragmented nature of industrial, commercial and residential land uses within the precinct places a constraint on how road space is allocated*
- *Due to the nature of major arterial roads bounding Cremorne and the configuration of heavy rail lines, Cremorne is not afforded the same level of access and permeability to that of other inner-city precincts of a similar size.*
- *Limited opportunities exist to access and exit the precinct to the west of the railway line, intensifying the use of the connecting roads and intersections with the arterial road network.*

The study identified that the Cremorne Street/Swan Street intersection was a key capacity constraint, particularly for access to the areas of Cremorne that are west of the train line. The traffic surveys of the report identified that delays of up to 11 minutes were recorded during the PM peak hour for vehicles trying to exit Cremorne Street (although this delay is variable and the 'worst' days are often linked to sporting and entertainment events in the area). The report identified that these delays were due to a number of factors (as identified in the study):

- *Capacity of the Cremorne Street and Swan Street signalised intersection.*
- *Pedestrian volumes crossing Swan Street (travelling to the Richmond Station) limiting the ability for vehicles to turn left out of Cremorne Street.*
- *Queuing of traffic along Swan Street back from Punt Road, limiting ability for vehicles to turn left out of Cremorne Street.*

In the background is the already identified issue that this intersection is critical for movements to and from the precinct from a network perspective due to the lack of alternative routes to the north and west.

The surveys completed in this study found congestion at this intersection was not a significant issue in the AM peak hour or on weekends.

The evidence statement of John Kiriakidis for the redevelopment of the key Richmond Malt site in December, 2015 identified similar issues (Reference 15M1705200, dated 22nd December, 2015). This report studied the existing conditions of the critical intersections of Cremorne Street/Swan Street and Balmain Street/Church Street. This report identified similar capacity issues with both of these intersections. These observations and analysis were completed in 2015 and does not include the recent developments completed in the last 4-5 years. It should be noted that there have been no significant capacity improvement works at these intersections since this report.

Surveys and observations by Traffix Group of the Balmain Street/Church Street intersection in October, 2018 found that this intersection operated at an acceptable level in the AM peak hour but was over-saturated in the PM peak hour, with queues in excess of 15-20 vehicles and queues being unable to clear during each cycle of the traffic lights. Part of the issue was continuous traffic queues on Church Street, limiting the ability of traffic to exit Balmain Street.

5.5. Sustainable Transport

5.5.1. Public Transport

Cremorne is well serviced by public transport services with train, tram and bus connections. Figure 9 illustrates the public transport network that services Cremorne and surrounding areas. The suburb is entirely within the Principal Public Transport Network map, as shown at Figure 10.

Attachment 1 - Parking Controls Review: Cremorne Enterprise Precinct (Traffix Group, July 2020)

Table 2 provides a summary of the connections provided by each public transport service.

Most of the road-based public transport services are located along the arterial road network that bound the site.

The key public transport node is Richmond Station. This station services all rail lines from the south and eastern suburbs of Melbourne. It is also one stop out of the City Loop. Accordingly, it provides a high level of access to the metropolitan rail network.

The station is an approximate 15-minute walk to the southern part of Cremorne.

The southern parts of Cremorne are within a walkable distance of South Yarra Station (<15 minutes).

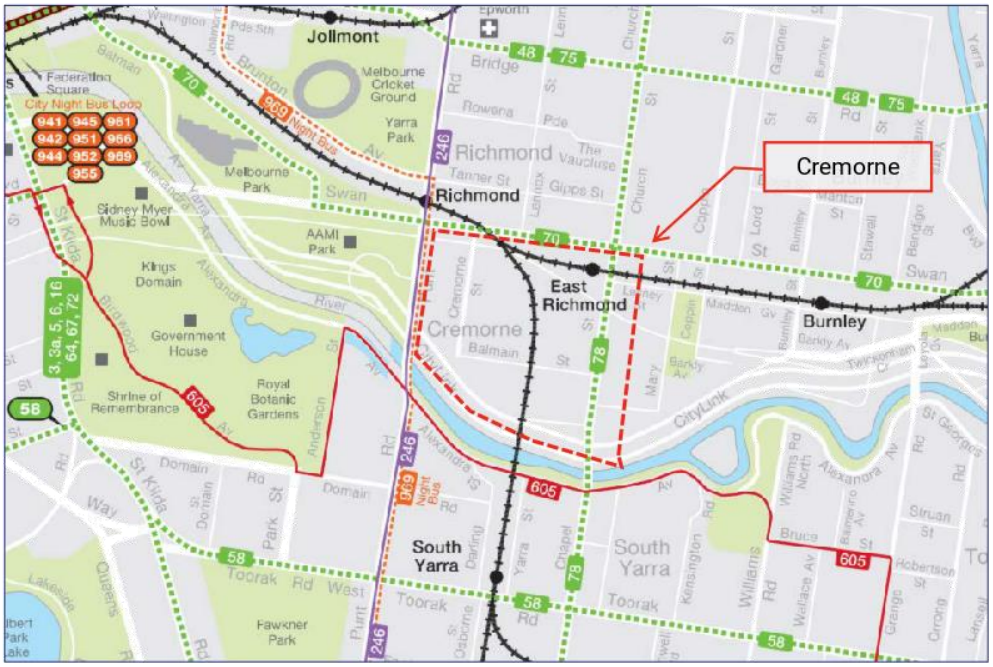


Figure 9: Public Transport Map of Cremorne and surrounds (Source: www.ptv.com.au)

Attachment 1 - Parking Controls Review: Cremorne Enterprise Precinct (Traffix Group, July 2020)

Table 2: Summary of Public Transport Services

Service	Between	Via
East Richmond Station – north-east corner of Cremorne		
Alamein, Belgrave, Glen Waverley and Lilydale Lines	CBD and Alamein/ Belgrave/ Glen Waverley/ Lilydale	Burnley, Camberwell & Ringwood
Richmond Station – north-west periphery of Cremorne		
Pakenham, Cranbourne, Frankston, Sandringham, Alamein, Belgrave, Glen Waverley and Lilydale Lines	CBD and all east/south-east train lines	All east/south east station
Church Street – eastern periphery of Cremorne		
Tram Route 78	North Richmond & Cremorne	South Yarra, Prahran & Windsor
Swan Street – northern periphery of Cremorne		
Tram Route 70	Wattle Park & Docklands	Surrey Hills, Richmond & CBD
Punt Road – western periphery of Cremorne		
Bus Route 246	Elsternwick & Clifton Hill	St Kilda
Night Bus Route 969	CBD & Ringwood	Caulfield, Ferntree Gully Rd, Rowville & Wantirna
Alexandra Parade – 100m south of Cremorne		
Bus Route 605	Gardenvale & CBD	Elsternwick, Armadale, Toorak & South Yarrra

Attachment 1 - Parking Controls Review: Cremorne Enterprise Precinct (Traffix Group, July 2020)



Figure 10: Principal Public Transport Network Map (Source: Planning Schemes Online)

5.5.2. Cycling Network

Cremorne is well serviced by the Principal Bicycle Network (PBN) and bicycle infrastructure connecting Cremorne to surrounding suburbs. The local cycling network is shown at Figure 11 below. The area is served by a mixture of on and off-road paths. On-road bicycle facilities are a mixture of dedicated bicycle lanes and informal bicycle routes.

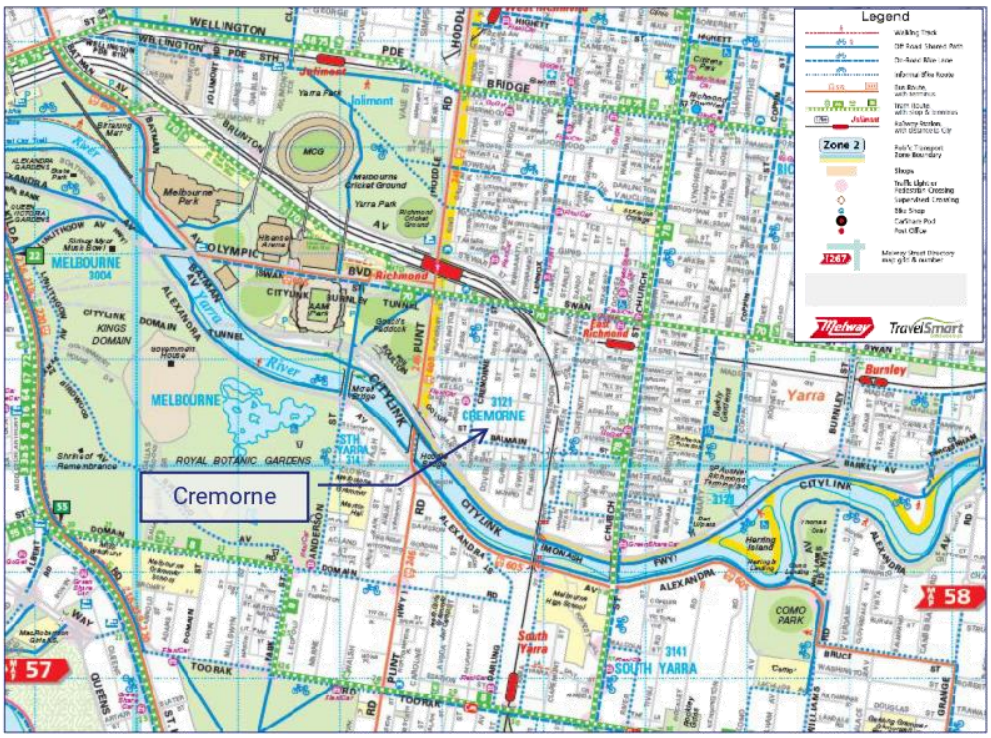


Figure 11: Travelsmart Map (Source: City of Yarra website)

The Main Yarra Trail, Church Street and part of Swan Street are designated as Strategic Cycling Corridors. The Department of Transport Traffic Engineering Manual (Vol 3), Design Guidance for Strategically Important Cycling Corridors defines a Strategic Cycling Corridor as:

Strategically important cycling corridors are a subset of the Principal Bicycle Network (PBN) and are intended to provide:

- *a long-term vision for a network of safe, direct and high quality cycling corridors connecting activity centres, public transport hubs and other key locations*
- *a step-change in cycling facilities to encourage cycling of all ages and abilities – using a combination of high quality a) off-road paths, b) on-road separated bike lanes and c) traffic-calmed local streets*
- *a focused planning and investment effort along these key corridors.*

The cycling network around Cremorne is shown at Figure 12.

Attachment 1 - Parking Controls Review: Cremorne Enterprise Precinct (Traffix Group, July 2020)



Figure 12: Existing and Proposed Strategic Cycling Corridors (Source: Department of Transport Open data)

Internally within Cremorne, cyclists generally share the road with other vehicles. There are bike sharrows along Cremorne Street and Balmain Street, however the existing on-road informal bicycle routes have little protection for cyclists. This is further compounded by the volume of vehicles (light and heavy) and narrow street widths.

Identified issues with the local bicycle network through Cremorne include a lack of dedicated bicycle infrastructure within Cremorne, leading to a generally poor cycling environment.

Dedicated or separated bicycle facilities are critically important to not only improve cyclist safety, they have a significant impact on rider confidence and have a key role in encouraging more 'casual' cycling of riders of lower initial abilities to take up cycling in the first instance.

5.5.3. Pedestrian Network

Cremorne is a highly walkable area, with many everyday services, places of recreation and public transport facilities within easy walking distance. These opportunities will increase as Cremorne develops further.

Walkscore[2] is a measure of how accessible local amenities are by walking. Scores calculated by number and distances to these amenities, with amenities that are further than a 5 minute walk providing lower scores. Walkscore classifies locations according to the following scale:

90–100	**Walker's Paradise**
	Daily errands do not require a car
70–89	**Very Walkable**
	Most errands can be accomplished on foot
50–69	**Somewhat Walkable**
	Some errands can be accomplished on foot
25–49	**Car-Dependent**
	Most errands require a car
0–24	**Car-Dependent**
	Almost all errands require a car

The Walkscore for Cremorne as a whole suburb is 89, which is defined as 'very walkable'. This score increases to 95 ('walkers paradise') for areas close to Swan Street and Church Street. This is shown in Figure 13. This score is due to the density and diversity of everyday services along these roads.

Cremorne essentially meets the criteria of a '20-minute neighbourhood' already via walking. It also provides a comparable level of walkability to the Melbourne City and other inner area activity centres such as Swan Street, Church Street and Chapel Street.

[2] https://www.walkscore.com/AU-VIC/Melbourne/Cremorne

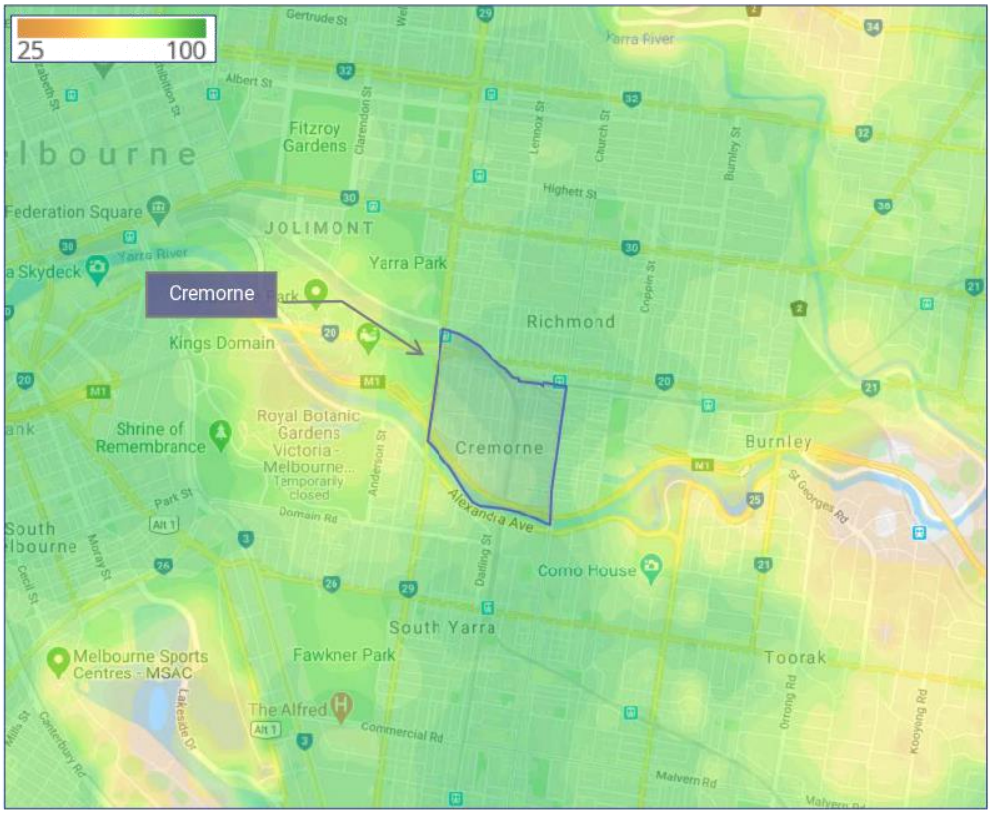


Figure 13: Walkscore Map (Source: https://www.walkscore.com/AU-VIC/Melbourne/Cremorne)

However, the Walkscore measure does not review the physical walking environment within Cremorne, i.e. the quality of pedestrian infrastructure and general pedestrian amenity. The pedestrian environment within Cremorne presents a number of challenges which are summarised below:

- Many of the road reserves are relatively narrow, and as such have narrow footpaths/verges that are not wide enough to allow pedestrians to pass one another.
- Variable quality of footpath links. Many footpaths of variable width and surface quality and are obstructed by roadside infrastructure.
- A lack of pedestrian amenity in some areas, including lack of street activation, lighting, landscaping, street furniture and general attractiveness. This is particularly the case within some commercial areas where a lack of street activation, numerous crossovers and obstructed footpaths generally lead to poor pedestrian amenity.

5.5.4. Car Share Vehicles

There are currently six car share vehicles located within Cremorne (including those located on the area boundary of Church Street), including 3 on Church Street, 1 on Balmain Street and 2 on Cremorne Street.

Nearby workers can use these vehicles for business related trips. This allows workers to use the vehicle for business instead of their own vehicle, allowing them to use alternative transport modes to travel to and from work.

Car share vehicles provide an option for residents within the area to occasionally use a car, without the expense of owning and maintaining a vehicle themselves. This applies equally to residents without a car to those that own one car and may occasionally require access to a second.

5.6. Review of Existing Travel Patterns

The ABS 'journey to work' data for the 2016 Census has been reviewed in order to assess the existing mode of travel patterns of workers within Cremorne. While this data is limited to journey to work trips (i.e. it does not include all trips), it is useful due to its sample size and the critical nature of travel for work trips.

Table 3 sets out the journey to work statistics based on place of residence (i.e. workers living within Cremorne) and employment (i.e. workers within Cremorne). Cremorne falls within the Richmond Statistical Area Level 2 (SA2) which is the smallest statistical area for this type of data. We are satisfied this analysis provides a good guide to the travel behaviour of workers in Cremorne, given the similarities between the two suburbs.

We have also compared staff 'journey to work' data for the following place of residence and place of work locations for comparative purposes:

- Cremorne Suburb,
- Yarra Local Government Area (LGA),
- Richmond, and
- Melbourne Metropolitan Statistical Area (MSA).

The data highlights that Cremorne residents and workers exhibit similar levels of sustainable transport use compared to the wider Yarra LGA, which is substantially higher than the metropolitan average.

The table also includes an analysis of the mode of travel by professionals and administrative/clerical workers only (i.e. office workers). These workers are more likely to use sustainable transport modes, particularly public transport, compared to other workers within Cremorne.

Table 3: Journey to Work Data: 2016 Census, ABS

% mode of travel for 'journey to work' trip	Work within the area (i.e. place of work)			Work within the area – Professionals and Administrative workers (i.e. place of work)	Live within the area (i.e. place of residence)		
	Richmond SA2	City of Yarra	Greater Melb.	Richmond SA2	Cremorne Suburb	City of Yarra	Greater Melb.
Car as driver	56%	55%	70%	52%	42%	38%	71%
Public Transport	28%	27%	19%	33%	32%	32%	18%
Walking	7%	7%	4%	7%	17%	14%	4%
Cycling	4%	5%	2%	4%	6%	10%	2%
Other (car passenger, motorcycle, etc.)	5%	6%	6%	4%	4%	6%	7%

5.6.1. Consultation

The Cremorne Creating a Future Vision: Issues & Opportunities Paper, November 2019 (Paper) was prepared by to facilitate discussions with the community on key actions and a new vision to be included in the CPIP.

Stage One community engagement was undertaken by in November-December 2019 to inform the preparation of the CPIP. The Cremorne Issues and Opportunities Paper: Stage 1 Engagement Outcomes Summary Report (prepared by Capire, February 2020) highlighted that parking space is a sensitive issue within the community that requires careful consideration.

Parking was a point of contention among participants. Some participants did not want to see any reductions in parking, whilst others advocated for the removal of parking spaces to reduce traffic congestion and lots to be replaced with green space.

While there was strong support for the prioritisation of pedestrian and cyclist safety, amenity and access, there was concern over parking and traffic congestion, with division as to how to address these issues. The major points are summarised as follows:

- some participants argued against reductions to car parking, indicating it was already too difficult to find parking.
- some participants expressed support for reducing dependence on cars in the Cremorne area.
- participants were divided on the issue of removing car parking spaces for public space, bicycle lanes or other purposes.

Further to the above consultation, Yarra City Council used the survey platform, SurveyGizmo to build, run, analyse, and report on the two surveys (one for employers and business owners

and one for employees in Cremorne). The survey was open from Wednesday 3 June 2020 until 5 pm Sunday 21 June 2020 (18 Days).

Yarra City Council distributed the online survey via the following, targeted communication methods:

- Included in the Yarra Business News e-newsletter, distributed 3 and 12 June 2020 (e-newsletters attached)
- Survey emailed to key Cremorne businesses, employers and business leaders, 4 June 2020 (email attached)

The survey asked a series of questions about mode of travel to/from work within Cremorne and the provision/supply of car parking.

The key results of this study were:

Survey of Employers:

- 63% of businesses say they provided no on-site parking for staff.
- Where provided, car parking is largely provided for only staff (66%) and generally allocated to individual staff (85%).
- When provided, car parking is generally very full or greater than 80% occupied (76%)

Survey of Employees:

- When provided at their workplace, car parking was generally very full or greater than 80% occupied (92%)
- 51% of employees drove to work. This corresponds with the ABS journey to work data.
- 79% would drive to work if they were provided with a car space.

There are some contradictions arising from the interaction between participants views on the provision of car parking, traffic congestion and sustainable transport. Providing more car parking would attract more traffic, with 51% of participants identifying that they did drive and 75% said they would if parking was provided.

To reduce existing and future impacts from traffic congestion traffic congestion requires a shift in travel behaviour and providing more car parking is unlikely to result in more sustainable transport outcomes based on these surveys.

5.7. Car Parking Conditions

Traffix Group has undertaken a detailed review of the existing car parking conditions within Cremorne to assess how public car parking is managed and what is the demand for public car parking.

Traffix Group has prepared a detailed map of the car parking restrictions, broken down by street. The map illustrates the restriction that applies to the majority of each road section. For instance, individual Loading Zones are not considered. This detailed map is provided at Appendix A.

The map was created based on parking sensor data collected by Yarra City Council, with areas not covered by parking sensors checked via Google Maps Street View data, which was

Attachment 1 - Parking Controls Review: Cremorne Enterprise Precinct (Traffix Group, July 2020)

captured in July, 2019. The map in the Appendix also includes some of the parking directly adjacent to the Cremorne area in order to provide context to the car parking restrictions immediately outside of the study area.

On-street car parking within Cremorne during weekday business hours is generally subject to short-term (1P and 2P), medium term (4P) or permit zone parking.

There is a very small section of unrestricted car parking located along Oddys Lane, however all other car parking within Cremorne is subject to some form of restriction during business hours. On weekdays, most restrictions start at 7 or 7:30am but terminate anywhere between 5pm-11pm. After business hours, some restrictions cease, and others change to Permit Zone restrictions.

There are fewer parking restrictions on the weekend.

Figure 14 below provides a simplified version of the detailed car parking restriction map, which breaks down the restrictions into short-term (2P or less), medium-term (3 or 4P), unrestricted and Permit Zone parking that apply during weekday business hours.

This figure clearly illustrates Cremorne and surrounding areas is largely subject to short-term parking and medium-term restrictions during business hours, with some residential areas protected with permit zone restrictions at all times (particularly in the southern and north-western corners).

Attachment 1 - Parking Controls Review: Cremorne Enterprise Precinct (Traffix Group, July 2020)

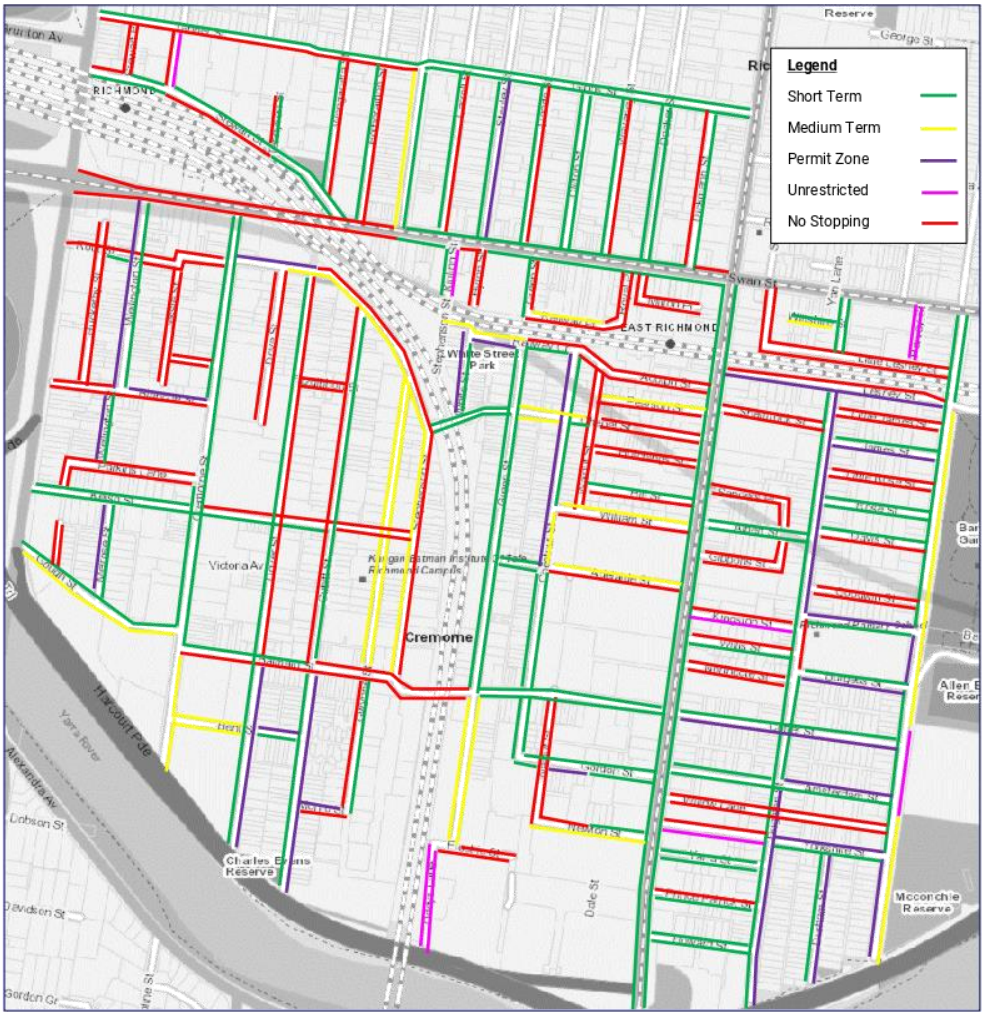


Figure 14: Parking restrictions (business hours)

To determine the demand for car parking, Yarra City Council has provided car parking occupancy data sourced from Council's network of carpark sensors. This sensor data covers most of the on-street parking in Cremorne and is focused around the commercial parking areas. Areas that are not covered are largely residential parking areas (i.e. Permit Zones) or where no parking is permitted.

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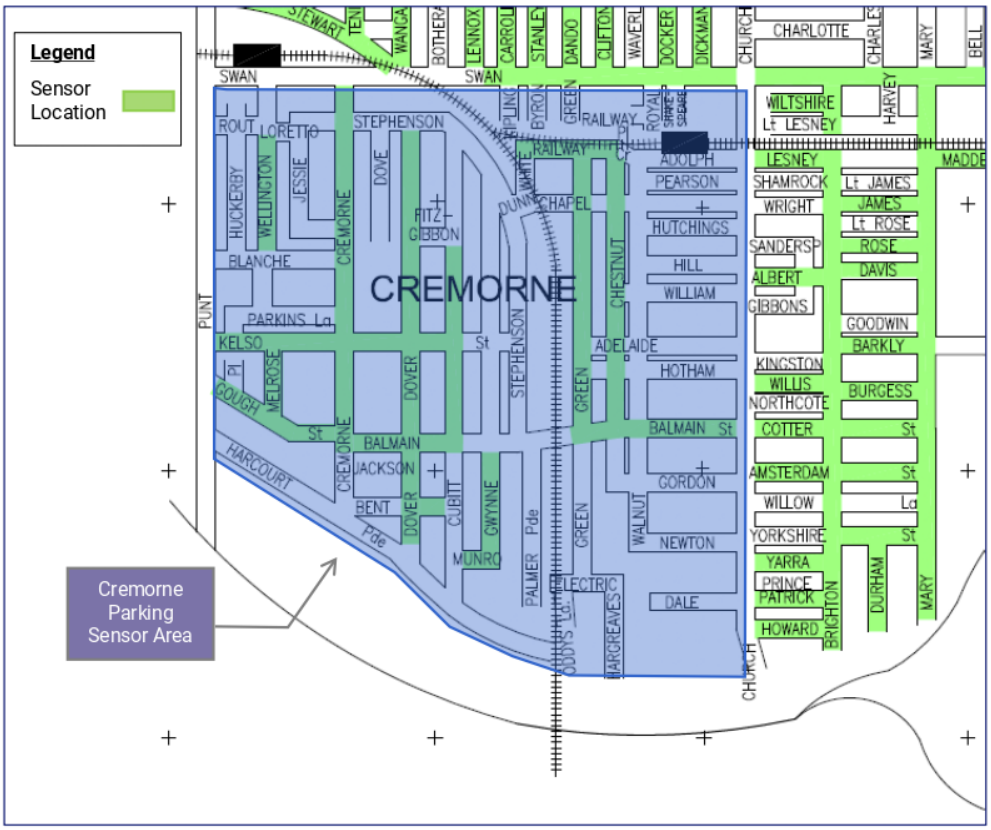


Figure 15: Current extent of car parking sensors in Cremorne and area of analysis

The sensor data also provides details of the parking restrictions that apply to the each monitored bay.

The car parking demand data has been sourced from Yarra City Council. This data is linked to sensors that provide 24-hour information regarding when vehicles are parked in each space.

There are 321 parking bays within the Cremorne area that are monitored by the car parking sensors. These spaces are centred around the commercial areas of Cremorne and provide a good indication of car parking demand for the short and medium term car parking demands in the area. It is of note that these sensors do not monitor any of the car spaces subject to permanent Permit Zone restrictions.

We have analysed the car parking data for the months of August, 2019 and February, 2020.

These months were selected as they provide a good representation of the seasonal changes in demand. During the August period, there are large sport matches or other events effectively every week/weekend (i.e. AFL matches at the MCG or NRL matches at AAMI Park from Friday-Sunday, concerts at the Tennis Centre, etc.). As such, this data represents typical car parking conditions during the peak period of the year.

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During the February period, car parking demands are generally lower, as there is less frequent sporting occasions.

For our analysis we selected the busiest week and weekend for the August period, which occurred from 17th August, 2019 to 23rd August, 2019. The weekend dates in this period occurred on 17th and 18th of August, with the 19th to 23rd August being the weekday period. During this period there was a Saturday, Sunday and Friday AFL game at the MCG and a Saturday NRL game at AAMI Park.

During the February period there were occasionally larger events, such as the Australian Open finals for the first 2 days of the month, and some major music concerts at AAMI Park. A date range was selected that was outside of any of these major events. These dates were for the 15th-16th February, 2020 for the weekend data set and 24th-28th February, 2020 for the weekday data.

It should be noted that the February results were from a time before COVID-19 restrictions commenced (late March 2020).

The results of these surveys are shown below in Figure 16 and Figure 17.

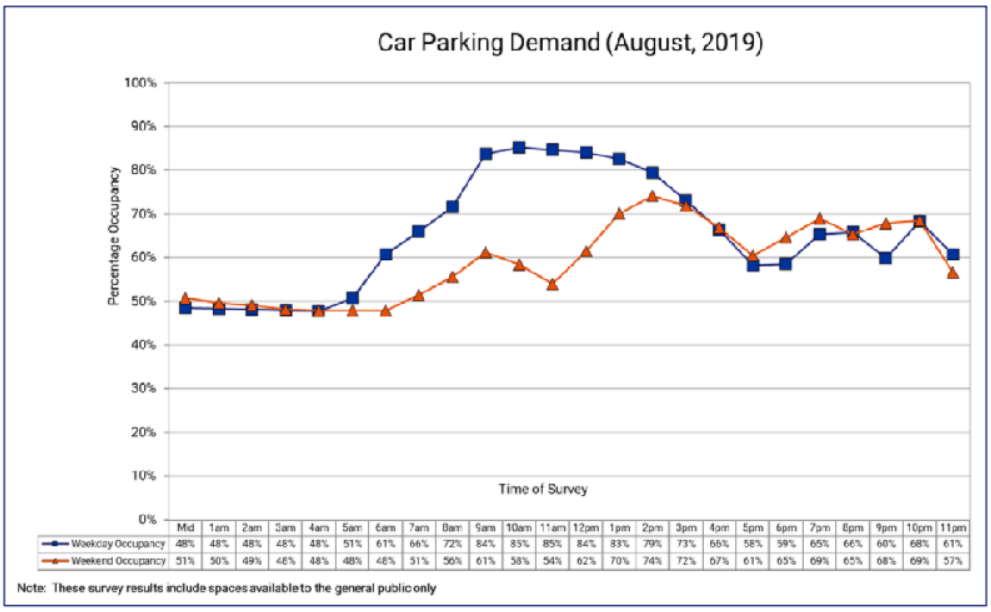


Figure 16: August car parking occupancy (17th-23rd August, 2019)

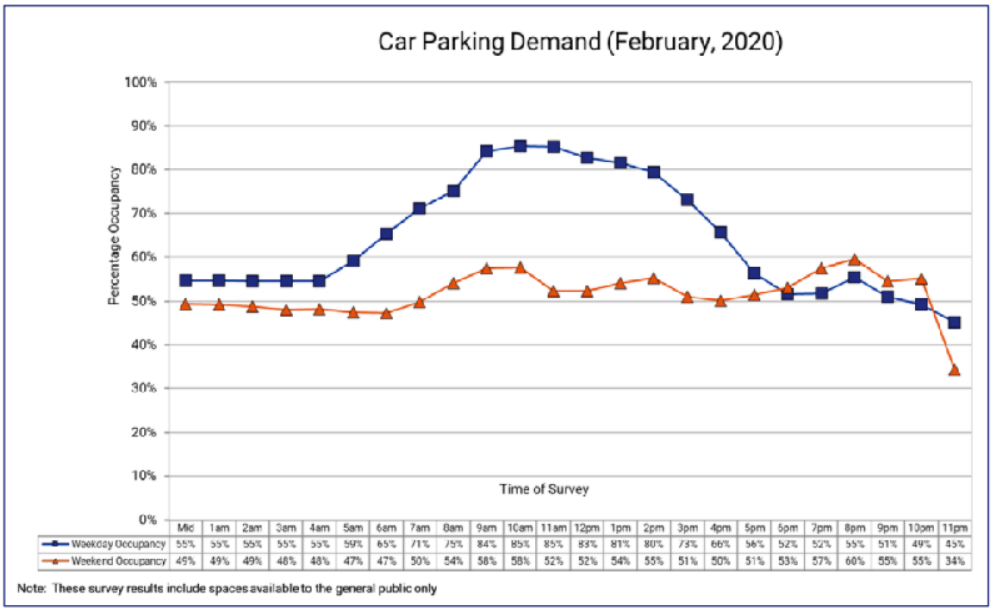


Figure 17: February car parking occupancy (15th-16th & 24th-28th February, 2020)

It can be seen from the above car parking data that during the week, car parking demand is very high during business hours, but is more modest during the evening and on the weekend.

The data shows that during business hours, the demand is similar during the August and February period, with a maximum occupancy of 85%, which occurred at 10am and 11am during both the August and February periods.

During the August time period, the evening demand drops to the 60%-70% range, while during the February period, this drop off is much more pronounced, with the car parking occupancy dropping to around the 50%-60% range after business hours.

This could most likely be attributed to the area being used for parking by patrons of the MCG on the Friday night on 23rd August, 2019, particularly given that many of the short-term restrictions that apply to the commercial area end after the 5pm-7pm period.

For the weekend period, the car parking demand is more consistent through the day and is mostly moderate. For the August time period, the peak occurs 2pm, when there is a 74% occupancy. This time period corresponds to when there were sports matches at both the MCG and AAMI Park. For the February non-event period, the demand is more consistent, with demand falling within the 50%-60% range for most of the day, and a peak demand occurring at 8pm (60% occupancy).

Looking at the data from an overall perspective, it can be seen that car parking is in highest demand during business hours. During this time the short-term and medium-term car parking restrictions generally apply. Outside of these times, when car parking is either unrestricted, or subject to Permit Zone restrictions, car parking demand is generally lower. Car parking demand is generally lower during the weekend, and is mostly consistent throughout the day, with the exception being if there is a major event in the area.

It is clear that much of Cremorne is used for business related parking during business hours and parking for major events during the evenings and on weekends.

5.7.1. Off-Street Parking

There are a number of off-street carparks within the Cremorne area, which are a combination of public and private parking facilities.

Figure 18 below illustrates the available off-street carparks within the Cremorne area, while a summary is provided at Table 4.

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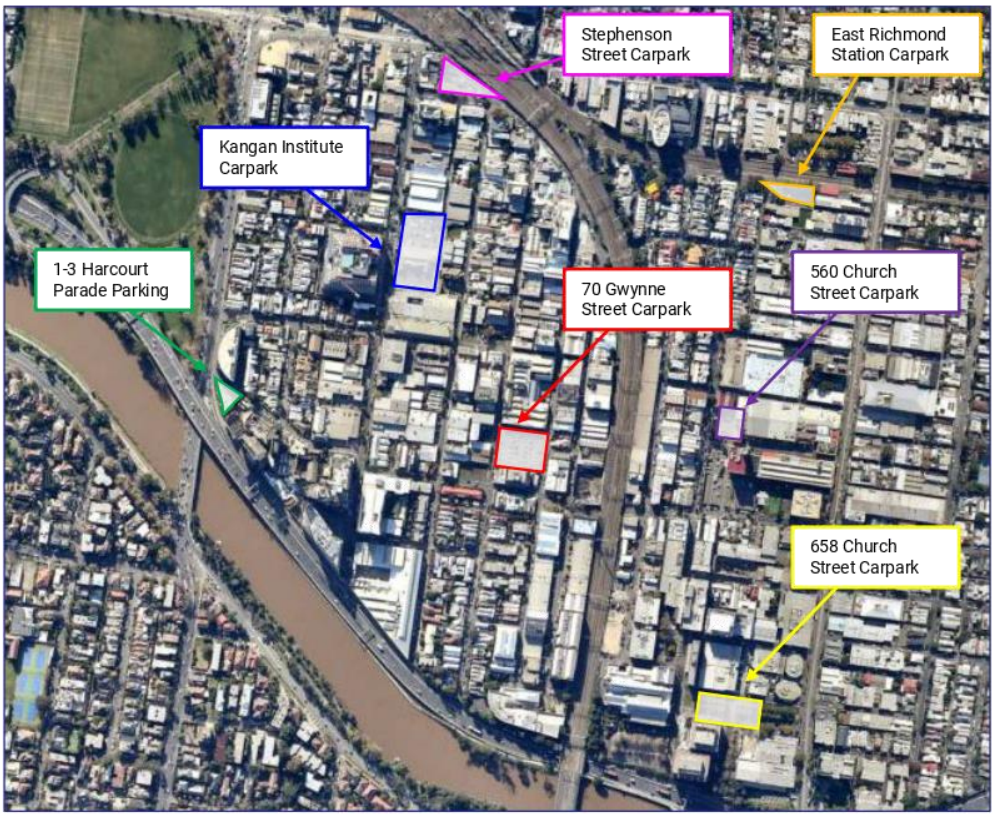


Figure 18: Off-street carparks

Table 4: Off-street Public car parking summary

Carpark	Operator	Restrictions/Fees	No. Spaces
1-3 Harcourt Pde	Care Park	P Ticket	18
Kangan Institute	Kangan Institute	P Ticket 5:00pm -9:30pm 8am-9:30pm Sat-Sun Restricted Parking	93 publicly spaces
Stephenson Street	Care Park	P Ticket	67
70 Gwynne Street	Wilson	P Ticket	97
East Richmond Station	DoT	Unrestricted	48
560 Church Street	Ace Parking	P Ticket	65
658 Church Street	Wilson	P Ticket (2 hour max)	20
Total			**408**

5.8. Summary of Existing Conditions

The transport network within Cremorne is unique and presents a series of challenges and opportunities. The transport network is summarised as follows:

- The road network within Cremorne is constrained in a number of ways:
  - It is surrounded by congested arterial roads.
  - Its connections to the arterial road network are limited in all directions, particularly to the north, west and south.
  - Its connections to the arterial road network are also congested at peak times, particularly at Cremorne Street and Balmain Street.
  - The rail lines through Cremorne form barriers to movement of all modes, particularly vehicles with only a limited number of crossing points.
  - It is served by a dense network of narrow roads. Many of these roads operate in a one-way direction. A significant number of the roads are akin to laneways and have limited traffic carrying capacity.
- There are very limited options to increase the traffic capacity of the arterial roads surrounding Cremorne and the links into Cremorne itself. This comes from a number of factors including the local road network configuration and limited road reserve widths generally. Any new connections to the arterial road network (such as at Punt Road) would affect the efficiency of the network.
- Cremorne is highly accessible by public transport. This includes 'local' tram and bus services and city-wide services via the metropolitan rail network.
- There is high quality bicycle infrastructure in the area around Cremorne, however the connections to this infrastructure are not at the same high level. Within the local road network, cyclists have to share road space with general traffic. This is generally acceptable, however this does lead to conflict with the higher traffic volumes using Cremorne Street and Balmain Street.
- Cremorne is highly walkable from a geographic standpoint. However, the quality of the pedestrian infrastructure within the local road network is generally poor, with key issues being narrow footpaths, variable surface quality, infrastructure obstructing footpaths and generally poor pedestrian amenity.
- On-street parking is highly controlled. The restrictions seek to balance the competing demands of residential and commercial land uses. There is essentially no long-term public parking within Cremorne, except for that provided to residents (via Council's Resident Parking Permit Scheme) or in a limited number of off-street commercial carparks. Demand for car parking within Cremorne is generally very high during business hours.

5.9. Cremorne Streets and Movement Strategy (Draft) – Consultation Report

The purpose of the proposed Cremorne Streets and Movement Strategy (Oct, 2019) is to assist Council in the effective planning for a major increase in trip demand associated with land use change and intensification on a movement network which is already operating at, or near, peak vehicle capacity.

The strategy is based on the following key issues and challenges:

1. *The challenges identified in relation to the access and movement network in Cremorne are typical of many inner urban precincts.*
2. *There will be a large number of new workers, visitors and residents in Cremorne in future.*
3. *The major barriers to access and movement (Yarra River, Punt Road, rail corridors) are likely to remain unchanged.*
4. *The existing street and movement network and available area of public space within the precinct will remain largely unchanged.*
5. *Do nothing is not an option - will result in increasing congestion and adverse impacts on all workers, residents and visitors to the precinct.*
6. *The existing pedestrian network is not able to provide the required standard of safety, comfort and access for all users.*
7. *Cyclist safety, connectivity and access both within, and to/from the precinct could be improved.*
8. *On-street car parking is at capacity in many parts of Cremorne.*
9. *Introduction of more cars in new developments will increase congestion and demand for car travel.*
10. *Any approach to change must consider both the impact on the existing community, as well as seeking to influence the travel behaviour for new workers, residents and visitors.*

To address the key issues of traffic congestion and accessibility, the focus of the plan is to improve the transport infrastructure for non-vehicle traffic, cyclists, pedestrians and by extension public transport (as it is easier to travel to and from public transport stops). Amongst other recommendations, the plan proposes a reallocation of road space along key routes through Cremorne to prioritise pedestrian and cyclist infrastructure. In most cases, this means removing on-street parking to increase the space for other modes. This is summarised in the following paragraph:

> *The increasing demands on street space driven by land use intensity within Cremorne requires greater priority to be allocated to more space-efficient travel modes (train, tram, bus, cycling and walking) whilst still recognising the importance of providing space for essential services, deliveries, residents and those with special needs. Private vehicle travel is not considered a priority or mass transit mode in this area, and future planning must recognise the limitations of car access into and through Cremorne, while protecting the ability of the network to support existing and future economic activity.*

5.10. Recent Land Development within Cremorne

The table below summarises the proposed and approved office developments in Cremorne over the last 5 years (approximately). The table only includes primarily office developments (not mixed-use developments) down to 1,500m^2 in size.

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Table 5: Summary of Office Development Approvals

Location	Application No.	Office Size (m²)	No. Car Spaces	Parking Rate (spaces/100m²)	Status
60-88 Cremorne Street	PLN17/0626	27,653	233	0.8	Under construction*
506-510 Church Street	PLN17/0278	20,744	236	1.1	Under construction*
17-21 Harcourt Parade	PL08/0921.03	10,200	174	1.7	Endorsed Plans
65-81 Dover Street	PLN20/0229	9,979	91	0.9	In progress
34 Cubitt Street	PLN19/0921	8,531	83	1.0	In progress
57 Balmain Street	PLN17/0177	6,526	127	1.9	Under construction*
594-612 Church Street	PLN17/0456.01	5,159	71	1.4	Under construction*
4 Cubitt Street	PLN19/0657	4,197	22	0.5	In progress
1 Newton Street	PLN18/0042	4,156	35	0.8	Under construction
1 Gordon Street	PLN18/0498	3,604	16	0.4	Endorsed Plans
2-6 Gwynne Street	PLN17/0650.02	3,113	46	1.5	Under construction
12 Albert Street	PLN17/0284.01	2,688	17	0.6	Under construction
25 Balmain Street	PLN20/0037	2437	8	0.3	In progress
49 Stephenson Street	PLN17/1117	2,010	32	1.6	Permit Issued
19 Cubitt Street	PLN19/0664	1,968	0	N/A	In progress
7-11 Dover Street	PLN1618/0619	1,930	29	1.5	Permit Issued
38-42 Cremorne Street	PLN19/0830	1,588	8	0.5	In progress
480-482 Church Street	PL08/0279.03	1,585	21	1.3	Constructed
8 Gwynne Street	PLN16/0013.01	1,500	32	2.1	Constructed
Total/Average		**119,568**	**1,281**	**1.07**	
Average by Site				**1.05**	

Notes:
All office developments down to 1,500m² in size.
*Applications approved via VCAT

For primarily office developments, it is easy to calculate the car parking provision rate as the number of car spaces and office floor area is provided.

This is not the case in a mixed use developments. Council's records include the provision of car parking and development sizes/uses, but not the allocation of car parking per use. However, mixed use developments are the minority of applications within Cremorne (a

Attachment 1 - Parking Controls Review: Cremorne Enterprise Precinct (Traffix Group, July 2020)

reflection of the Commercial 2 Zone) and are consequently not significant to the overall analysis.

The table illustrates there has been considerable growth in demand for offices within the Cremorne area of the last few years.

The table illustrates a clear trend of low car parking rates are currently being approved and proposed within Cremorne. The average parking approval rate is 1.07 car spaces per 100m^2 overall within Cremorne. The highest parking provision approved (for a relatively modest 1,500m^2 office) was 2.1 car spaces per 100m^2, with no developments approved at the statutory minimum requirement of 3 spaces per 100m^2.

A number of these developments were approved through the VCAT process, particularly for the largest developments. It is noteworthy that the car parking rates would have been tested through the Tribunal process and numerically, the car parking reductions are very significant. For the largest office development at 60-88 Cremorne Street (0.8 car spaces per 100m^2), this equates to a reduction of almost 600 car spaces.

Application of the reduced parking rates in those applications listed above has 'saved' a total of 2,306 car spaces (when compared to the statutory requirement) and the associated traffic impacts of those car spaces from the Cremorne area.

6. The Parking Overlay

Clause 45.09: Parking overlay enables Councils to respond to local car parking issues and can be used to outline local variations to the standard requirements in Clause 52.06. These variations can apply to the entire municipality or a smaller precinct. Local variations to Clause 52.06 can only be introduced using the Parking Overlay and accompanying schedule.

The intent of the Parking Overlay for Cremorne is to ensure car parking is supplied at rates that reflect the Cremorne Enterprise Precinct's unique transport environment and access to alternative forms of transport to the private car. The provision of reduced car parking is designed to have a positive impact by reducing the growth of vehicular traffic within Cremorne and assist in providing a more pedestrian and cyclist friendly environment.

Given that the key development pressure within Cremorne is from commercial development, the Parking Overlay is recommended to be applied to the Commercial 2 Zone (C2Z) and Comprehensive Development Zone (CDZ) in Cremorne.

Cremorne is a unique location within Melbourne, although it is surrounded by transport infrastructure, it is not well connected to that infrastructure. The external road network is highly congested, the road connections to the arterial road network are limited in a number of directions and are also highly congested. The options to improve access to the precinct by car is also very limited, with narrow road reserves and constrained intersections a key feature of all connections between Cremorne and the arterial road network. Any new connections would also impact on the arterial road network and the public transport services that use them.

The area is close to quality public transport services, however the walking environment to and from Cremorne to those services is generally poor. There is good bicycle infrastructure surrounding Cremorne and the area is easily cycled to from other areas of inner Melbourne, but the internal street network is not friendly to cyclists.

The future of transport in Cremorne is not increased car usage, but facilitating more efficient and sustainable modes of transport, walking, cycling and public transport.

Unlocking Enterprise in a Changing Economy policy document identifies 9 key ingredients for a successful Enterprise Precinct (see Figure 2, page 13). The proposed Parking Overlay is one tool to assist with the precinct's Accessibility, Infrastructure and by extension, Quality of place.

The key direction for the accessibility and transport infrastructure within Cremorne is sustainable transport infrastructure. Trips by walking, cycling and public transport will be prioritised over private car use.

The proposed Parking Overlay is designed to reduce the traffic impacts of new developments. It ties in with Council's Draft Streets and Movement Strategy which looks to address the issues of pedestrian and cyclist access and amenity within Cremorne. This Strategy does not aim to facilitate any significant increase in vehicle-based traffic into Cremorne. Road space is intended to be reprioritised from vehicle movement and on-street car parking to pedestrians and cyclists.

Parking Overlay Practice Note 57 (April, 2013) sets out a number of specific matters that a new Schedule to the Parking Overlay can or must address. This includes:

a) Objectives of the Parking Overlay (must be addressed)

b) Car parking requirements, including the ability to specify minimum or maximum parking rates and different rates for different land uses. The overlay can cover:
   - Permit requirements if the car parking requirements are not met.
   - Additional decision guidelines (supplementing those already in the planning scheme) if the car parking requirements are not met.

c) Financial contribution requirements in lieu of providing the required number of car spaces.

d) Additional requirements for a car parking plan.

e) Additional design standards for car parking.

f) Additional decision guidelines for car parking plans.

The Overlay recommended for Cremorne does not propose financial contributions, additional requirements for car parking plans, design standards or decision guidelines for car parking plans.

Requiring financial contributions for not providing the requisite number of car spaces in order to construct new car parking facilities is counter-productive to the strategic objective of the Parking Overlay, which is to reduce the level of car parking provided in new developments and the associated negative impacts of providing high levels of car parking in the context of Cremorne.

In our view, there is no particular need to include additional design standards or car parking plan requirements above those currently included in Clause 52.06-9. The decision guidelines recommended in relation to applications to exceed the maximum specified parking rates include consideration of whether excessive car parking provision negatively impacts on the building design and this adequately addresses these issues without requiring specific design standards.

A copy of the recommended Parking Overlay is attached at Appendix B, with the following sections of this report reviewing the content of the overlay and justification for the proposed controls.

6.1. Definition of Objectives

The Schedule to the Parking Overlay must specify car parking objectives to guide the exercise of discretion when a proposal seeks to vary a requirement.

The following proposed objectives specify the local outcomes that should be achieved in Cremorne, having regard to it as an Enterprise Precinct of State Significance.

The following objectives for the Parking Overlay are proposed:

- *To identify appropriate car parking rates for commercial development and land uses in Cremorne, having regard to the area's strategic, inner-metro location and transport environment.*
- *To facilitate an appropriate provision of car parking spaces to enable Cremorne to grow as a major enterprise precinct with sustainable development, quality public spaces and active transport options.*

- *To reduce car parking demand, traffic congestion and noise and air pollution by encouraging the use of active and sustainable transport modes.*
- *To improve amenity and safety for pedestrians, drivers and cyclists in Cremorne by minimising vehicle access to and through sites.*
- *To ensure onsite car parking is designed to protect Cremorne's quality of place, including its built form character, heritage, public spaces and local road network.*

The objectives of the Overlay are aimed very specifically at recognising the following unique, localised issues in Cremorne:

- That Cremorne is well serviced by public transport, cycling infrastructure and is highly walkable (acknowledging that there are issues with the quality of the pedestrian environment). These modes should be encouraged.
- The transport challenges within Cremorne, particularly the constrained road network from a capacity and geometric perspective. Cremorne has a distinctly finite ability to accommodate additional car-based trips, meaning that the provision of high levels of car parking in new developments would exacerbate these constraints.
- That future of travel to and within Cremorne is via sustainable transport modes. Council is working on strategies to improve the pedestrian and cycling environment within Cremorne (which also assists connection to public transport services) and to do this will require a reallocation of road space away from on-street car parking and vehicle carriageways. In this context, the provision of high levels of car parking in private developments and the resultant traffic impacts for would be counterproductive.
- Provision of high levels of car parking can impact the quality of place within Cremorne, including through built form character, heritage, public spaces and impacts to pedestrian safety and amenity.

6.2. Parking Overlay Rates

6.2.1. Existing Situation

There is no existing Parking Overlay within Cremorne and the supply of car parking is regulated under Clause 52.06 of the Yarra Planning Scheme.

Amendment VC148 was introduced in August 2018, which applied the minimum car parking requirements of Column B of Clause 52.06-5 to all land within the Principal Public Transport Network area. This includes the entirety of Cremorne, as shown in Figure 10.

A copy of Clause 52.06 is attached at Appendix C of this report.

Specifically, in the context of the proposed parking controls (see following section), car parking for offices is required at the minimum car parking rate of 3.0 car spaces per 100m^2 NFA. Whilst there is no specific retail rate, shop and food and drink premises (two highly typical retail land uses) have a statutory minimum car parking rate of 3.5 car spaces per 100m^2 LFA.

The Column B rates were designed to reflect typical 'Activity Centre' parking rates. They accounted for the efficiency of sharing car parking between multiple uses, such as (but not limited to):

- Shops and offices being busier during the day are able to share parking with restaurants that are busier at night.
- Residential dwellings not requiring visitor parking, which can instead rely on parking not required by commercial uses during the evening.

Tied into the sharing of car parking was a standardising of car parking rates across commercial and entertainment uses such as shops, food and drink premises, restaurants, bars and medical centres all having the same statutory requirement. This was designed to reduce the need for simple changes in use between commercial uses needing to apply for car parking reductions.

These rates however do not reflect the specific circumstances of various activity centres or local areas, including transport availability, proximity to the CBD or other Activity Centres, available car parking, etc. It also does not reflect the importance of an area or its potential for higher order development.

6.2.2. Proposed Parking Overlay Rates

The Parking Overlay proposed for Cremorne seeks to apply the following car parking rates:

- The Office car parking rate is set at a **maximum** parking rate of 1.0 car space per 100m^2 NFA.
- The Retail car parking rate is set at a **maximum** parking rate of 1.0 car space per 100m^2 LFA.

The default Column B parking rates of Clause 52.06-5 will remain for all other uses.

The proposed rates will apply to all land zoned Commercial 2 and Comprehensive Development Zone within Cremorne (as per Figure 1 on page 11).

The following reviews the rationale behind the above changes.

6.2.3. Review of Adopting Maximum Rates

The most significant change to the car parking requirements is the proposal to set maximum, instead of minimum, car parking rates. Below is a comparison of the two approaches.

Minimum Requirements	Maximum Requirements
The 'default' Planning Scheme requirements set outs the minimum number of car spaces that should be provided for new development. A reduction (including down to zero) of the minimum requirement can be sought via a set of prescribed decision guidelines. Any reduction requires approval by Council (or VCAT). In general, it is relatively rare for a development proposal to significantly exceed the current minimum parking requirements and it is very common for office applications within Cremorne to require car parking reductions.	Developments can as of right provide any amount of car parking between the maximum limit and zero, i.e. zero car parking is acceptable by default. Providing car parking above the maximum requirement can be sought through the use of prescribed decision guidelines. Any increase requires approval by Council (or VCAT). For most developments, it is expected that some car parking would continue to be provided, particularly for long-term staff parking.

Fundamentally, minimum parking rates adopt a 'predict and provide' approach to the provision of car parking. The intent is to meet the predicted demand for car parking by supplying it on each site.

This approach is inconsistent with the transport direction of Melbourne into the future. *Plan Melbourne 2017-2050* is predicting that Melbourne's population will increase from approximately 5 million to 8 million people over the next 33 years. State and local planning policies are already acknowledging the change that is required in the way in which people travel with *Plan Melbourne 2017-2050*. It is not possible to continue with a 'business as usual' approach to transport. Increased reliance on walking, cycling and public transport is imperative as Melbourne grows.

At a local level, minimum parking rates do not recognise the transport constraints of Cremorne as an inner area with lower than average accessibility by car. It does not recognise that there are existing and largely permanent restrictions on the capacity of the local road network and that there is a finite amount of road space available for transport (see discussion at Section 5.4.1).

While additional car parking can continue to be provided for new developments, the road system is not capable of providing significant additional capacity to accommodate private car travel created by the new development. Congestion will increase significantly with increased development within Cremorne without significant mode shift. That is, a business as usual approach to parking provision cannot be sustained.

Indeed, road space within Cremorne and in the nearby area is likely to be reallocated away from car-based transport (including traffic lanes and on-street parking) in favour of more

efficient and sustainable transport modes such as public transport (trams and buses), cycling and walking, as per the Cremorne Streets and Movement Strategy (Draft).

The primary benefits of applying the parking rates as maximums are as follows:

- It supports sustainable transport modes by not placing a planning-process obstacle to providing low parking rates. Offices with low parking rates will mean greater use of sustainable transport alternatives – a highly desirable outcome strongly supported by Council policy.
- It supports lower car parking rates which will lower the impact of new development on the road network. Reducing the provision of car parking and consequential traffic impacts is a key measure that can be implemented by these controls.
- It provides a means to control new proposals over-supplying car parking. Applications are still able to exceed the maximum requirements through a planning permit that is subject to a detailed assessment reviewed by the Responsible Authority.
- It is likely to reduce the number of office planning applications which require a planning permit trigger for a reduction in car parking. This would reduce 'red-tape', cost and delay associated with car parking reductions. As demonstrated in Section 5.10, all significant office developments within Cremorne in the last 5 years are already seeking car parking reductions and the average car parking provision rate (across all of Cremorne) is 1.07 car spaces per $100m^2$.
- It provides clarity as to expectations for car parking by new developments within Cremorne to all stakeholders, developers, decision makers and existing residents and businesses.
- It discourages costly car parking solutions that may be redundant in future, with autonomous vehicles expected to reduce private car use in the long term (e.g. car stackers, deep basements, automatic parking systems).

The application of maximum parking rates allows the granting of a Planning Permit with no car parking automatically, even for potentially very intense land uses (for instance a large office development). We do not expect this to occur in practice due to market realities. Our experience is that the current market requires some level of car parking. This is evident through the City of Melbourne and Fishermans Bend where the market continues to provide some level of car parking in most cases enough though zero car parking is acceptable by default.

The two key potential risks with the implementation of a maximum parking rate is that:

- new developments seek to rely on the use of on or off-street public parking to support the car parking demand they will generate.
- The lack of car parking provision stifles business development.

Neither of these outcomes appears likely within Cremorne.

As detailed in Section 5.6.1, parking conditions within Cremorne are highly controlled. This includes:

- Extensive short-term parking restrictions apply within Cremorne and to surrounding areas during business hours.

- Very limited long term or unrestricted parking within Cremorne in a handful of residential streets. It would be entirely appropriate for Council to apply Permit Zone parking restrictions to these last remaining streets. It should be noted that new developments would not eligible for car parking permits under the Yarra parking permit scheme.

We are satisfied that staff do not have the practical option to drive to Cremorne if they are not provided with a private car space during to the prevailing on-street parking restrictions. Accordingly, the reduced parking rates proposed will not significantly impact on parking conditions in the area or immediate surrounds of Cremorne.

The Draft Cremorne Streets and Movement Strategy also foreshadows that on-street parking is likely to be reduced over time to improve sustainable transport infrastructure in the area and we would expect that this would also be in conjunction with a tightening of on-street parking restrictions. This includes a reduction in long- and medium-term parking, and possibly an increase in Permit Zone parking restrictions (where needed for residents).

The last 5 years have seen a significant amount of office space approved within Cremorne (over 150,000m^2) with an average parking rate of 1.07 car spaces per 100m^2. In our view, this is demonstrating that the market is accepting low office parking rates already. It appears unlikely that placing a maximum parking requirement on office or commercial development in Cremorne would stifle economic activity.

6.3. Review of the Proposed Office Rate

It is important to take a forward-looking approach to decreasing reliance on car-based travel and to encourage alternate modes for office land uses. This is particularly relevant in areas where public transport accessibility and access to other services is well provided for and will continue to improve in line with government initiatives.

By example, if a forward-looking approach was not adopted and reliance was taken solely of the historical car ownership rates and journey to work data in isolation, the car parking limitation policies which apply to many areas within the metropolitan area would not have been supportable.

Changing the car requirement to a maximum of 1 space per 100m^2 for an office is consistent with the planning of new office developments within Cremorne, as seen in Section 5.10. Recent approvals for office space have resulted in a net average office parking rate of 1.07 car spaces per 100m^2.

A reduced rate for office uses has been applied (or is proposed) under car parking overlays which apply to activity centres across the Melbourne metropolitan area. A summary of some of these is provided in the following table, which also include the 2016 Journey to work statistics.

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Table 6: Reduced Office Car Parking Rates

Activity Centre (Municipality)	Plan Melbourne Classification	Current Statutory Car Rate Office	ABS Journey to Work Data (Based on Place of Employment)
Cremorne	N/A	Clause 52.06-5 **Minimum**: 3 car spaces to each 100m^2 of net floor area	Richmond SA2 33% - Public Transport 52% - Car as driver
Box Hill (Whitehorse)	Metropolitan Activity Centre	Clause 45.09-1 **Minimum**: 2 car spaces to each 100m^2 of net floor area	Box Hill SA2 12% - Public Transport 65% - Car as driver
Footscray (Maribyrnong)	Metropolitan Activity Centre	Clause 45.09-1 **Minimum**: 1.5 car spaces to each 100m^2 of gross floor area **Maximum**: 2.0 car spaces to each 100m^2 of gross floor area	Footscray SA2 14% - Public Transport 63% - Car as driver
Fisherman's Bend Redevelopment Area	Fisherman's Bend Redevelopment Area	**Maximum** 1.0 car parking space to each 100m^2 of gross floor area	South Melbourne SA2 26% - Public Transport 51% - Car as driver Port Melbourne Industrial SA2 8% - Public Transport 84% - Car as driver
Melbourne (City of Melbourne)	Capital City Zone – Outside The Retail Core	**Maximum** spaces = 5 x net floor area of buildings on that part of the site in sq m 1000 sq m or 12 x site area in sq m 1000 sq m	Melbourne SA2 (CBD Area) 62% - Public Transport 16% - Car as Driver

It should be noted that the Fishermans Bend Overlay applies a maximum rate of 1 space per 100m^2 to the entire Fishermans Bend area. Fishermans Bend is a similar distance to the Melbourne CBD (see Figure 5 on page 23) and includes substantial areas that have limited public transport services (bus only) and there is no certainty around when fixed rail (tram and metro services) will be provided. In contrast, Cremorne has an established public transport network that is highly connected to the metropolitan rail network.

Fishermans Bend is planned to have one metro rail line. Cremorne is already serviced by nine metro lines covering all of eastern and south-eastern Melbourne and is one stop outside of the City Loop (from Flinders Street Station).

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A parking rate of 1.0 car spaces per 100m^2 is lower than the Parking Overlays which apply to Box Hill and Footscray (and a maximum rate). While both of these Activity Centres are Metropolitan Activity Centres, Cremorne is substantially closer to the CBD and has a higher proportion of public transport use.

The Office car parking rate is proposed to be set at a maximum parking rate of 1 space per 100m^2. The use of a maximum rate will by default allow zero car parking to be provided for office developments.

The proposal to limit office car parking under the Overlay is a strategic decision designed to reduce the traffic impacts of new developments within Cremorne and realise the positive benefits of sustainable transport choices.

This review finds that there is strong support for a significant reduction of the office parking rate in this development in favour of alternative, sustainable transport modes for the following reasons.

6.4. Review of Proposed Retail Rate

The reduced rate of retail parking is designed to provide a limited number of car spaces for retail workers – at the same rate as office workers.

Retail is seen as a key secondary land use in Cremorne. Compared to more than 150,000m^2 of office space approved in Cremorne over the last 5 years, the amount of retail space is in the order 10,000m^2 or less than 10% the total office area[3]. Where proposed, the retail component is often substantially less than 1,000m^2 in size, generally only a few hundred meters squared or less.

The definition of retail is broad and includes the following key land uses that are likely to be found within Cremorne given its location and zoning:

- Food and drink premises, including bar, restaurant and takeaway premises
- Shop, including convenience shop and restricted retail premises

A typical form of retail development occurring within Cremorne is via an 'active' ground floor use such as a café, restaurant or small shop(s). These land uses provide local amenities to nearby workers and residents within Cremorne and generally do not form key attractors to the area. The customers of these businesses are therefore drawn from the nearby area, will walk or cycle and do not need to drive.

Car parking within Cremorne is generally limited to short-term parking during business hours and ideal for use by customers. The non-provision of customer parking for small retail uses is consistent with the centre-based approach to car parking management.

The current statutory car parking requirement for a shop or food and drink premises is 3.5 car spaces per 100m^2. Typically, staff make up about 1/3 of this parking rate or 1 space per 100m^2, with the balance associated with customers.

Adopting a maximum parking rate of 1 space per 100m^2 effectively means that:

- Staff can be provided with car parking, up to the empirical demand for parking.
- Customers are not provided with parking generally and would need to park off-site or seek alternative transport modes.

To provide retail parking for staff, but not customers, is common practice across Activity Centres within Metropolitan Melbourne and accords with the objectives of a centre-based approach to the management and supply of car parking.

6.5. Basis for the Reduced Car Parking Rates

6.5.1. Reduction in Traffic Impacts of New Development

Office is one land-use that is particularly conducive (and important to target) in achieving a mode shift away from private cars to public transport, cycling, walking, etc. This is particularly the case as journey to work trips for office uses are typically made during the commuter peak hours and predominantly involve single occupant vehicles.

[3] Based on planning permit information provided by Council.

This can be seen in the mode of travel data provided Table 3 (page 39), the use of sustainable transport modes and particularly public transport, is already high by office workers in Cremorne.

Generally speaking, when office car parking is provided within an inner metropolitan area, it is highly used by employees and someone within the office will drive and use the car space on a daily basis. These spaces usually then generate a car-based trip to and from work each day, and most likely during peak times for traffic congestion during commuter peak hours. An office car space is likely to generate in the order of 0.5-0.6 vehicle trips per car space during peak hours (and close to one trip over a two-hour peak period in the morning and afternoon).

In contrast, a resident car space will not necessarily generate a trip during the commuter peak hours. For example, a resident might use alternative transport modes for trips to work (only 49% of residents use their car for journey to work purposes within the Cremorne suburb currently and not all of these would be in commuter peak hours). A resident might not work that day, be a shift worker, could be retired, unemployed or not own a vehicle. As such, the traffic generation rate of residential car spaces would be in the order of 0.15-0.3 vehicle trips per hour during peak periods. Consequently, each office car space generates around 3 times the impact of a resident car space in terms of traffic impact.

The timing of trips for office uses typically has the greatest impact on traffic congestion on the road network and occurs when public transport services operate at higher frequencies (and offer express services in some cases). This is in contrast to an industrial use, for example, where staff may work shifts, travel outside of peak periods and have more limited access to public transport, making it more difficult to achieve a mode shift.

Section 5.10 reviews the current trends in car parking provision for new offices within Cremorne. The largest office development at 60-88 Cremorne Street was granted a reduction of almost 600 car spaces from the statutory requirements. This has saved 300-360 peak hour vehicle trips in Cremorne.

By way of reference, Cremorne Street (between Swan Street and Stephenson Street) carried an average two-way traffic volume of 350-360 vehicles per hour in both the AM and PM peaks and that the Swan Street/Cremorne Street intersection is at capacity (particularly in the PM peak)[4]. While not all of the traffic from 60-88 Cremorne Street will travel to/from the site via the Cremorne Street/Swan Street intersection, this example illustrates that office development within Cremorne can have a significant impact on the number of vehicle trips within Cremorne at the critical peak periods for the road network.

Recent planning approvals within Cremorne include a total of 1,281 office car spaces alone, not including parking provided for residential or other commercial developments.

Applying reduced parking rates in those applications listed in this report has 'saved' a total of 2,306 office car spaces (when compared to the statutory requirement) and the associated traffic impacts of those car spaces from the Cremorne area.

A number of studies of Cremorne have concluded that the increased development scale envisioned within Cremorne cannot be sustained by the existing road network. The development potential of Cremorne can only be realised by a significant mode shift for

[4] Source: The Cremorne Traffic Study

journeys both to and from the Precinct and in this context, the provision of reduced office parking as a tool to encourage this change is strongly supported.

Together with the Parking Overlay, Council needs to proceed with plans and upgrades to the local road network to cater for the increased number of pedestrians and cyclists that this new development will bring to the area.

It should be noted that Cremorne can accommodate additional development and some level of car parking within the Precinct. A low level of staff parking in our experience remains a commercial consideration for many businesses and it is important to allow some level of car parking so as to not discourage business growth. As development within Cremorne increases, travel patterns to the precinct are also likely to change:

- Subdued levels of traffic generation per land use unit area in comparison to sites which are less constrained and experience or interface with free-flow levels of network performance.
- A re-distribution or re-assignment of non-local traffic activity to other parallel or similar traffic routes either side of the precinct. This means that current through movements within Cremorne are likely to be displaced as drivers seek more efficient routes.
- A change in the modal travel behaviour by residents and employees in the area adapting or changing their transport mode from the private vehicle.
- A change in the time of travel to either the shoulder or inter-peak road network peak hours especially for discretionary trips currently on the network (i.e. a spreading of the peak hours).

6.5.2. The availability of convenient and efficient public transport in this area

Cremorne is well serviced by public transport services as detailed in Section 5.5.

It has a high level of access to public transport services in both metropolitan scale rail via Richmond, East Richmond and South Yarra Stations, and more local bus and tram services. Public transport services also operate at their most efficient and most frequent during the commuter peak hours.

We are satisfied that public transport is both readily available and proximate to Cremorne. Reducing the requirements for car parking within Cremorne will encourage use of these existing services.

6.5.3. Walking

Cremorne is readily walkable from a geographic standpoint. Employees within the area have good access to public transport services and local amenities. As the area redevelops, the quality of local amenities and services within Cremorne is likely to increase.

Where Cremorne has existing challenges is not its geography, it is the current state of pedestrian infrastructure within Cremorne. These issues and opportunities are documented at Section 5.5.3. Council is already well aware of the existing issues, which have been identified in a number of strategic documents, including the Draft Streets and Movement Strategy.

The reduced parking rates proposed in the Overlay are designed to encourage walking as a mode of transport and assist in making changes to the street network possible that prioritise pedestrians over vehicle-based traffic.

6.5.4. Cycling

Cremorne is surrounded by good cycling infrastructure and can be easily cycled to from many areas of inner Melbourne. Cycling should be supported as a mode of travel to Cremorne and the proposed restrictions on car parking provision are designed to encourage this behaviour.

Similar to the previous section discussing walking, cycling within Cremorne has existing challenges which have been identified in a number of studies and Council is well aware that this needs addressing.

The Parking Overlay cannot resolve these infrastructure issues. The Parking Overlay should be seen as encouraging cycling, with the infrastructure issues to be addressed over time by other means.

6.5.5. The lack of Impact on Public Parking

Workers require long-term car parking if they are to travel to work via private car. If this car parking is not provided at their place of work (i.e. private parking), they need to find long-term public on or off-street parking or use alternative transport modes.

Section 5.6.1 of this report reviews the provision of public on and off-street parking.

On-street parking in Cremorne is highly controlled during business hours. There is effectively no long-term car parking available within the study area and what car parking is available is in high demand. Through Council's sensor network, the parking restrictions in the area are easily enforceable.

This study has also looked at areas around the periphery of Cremorne. The parking restrictions in the area remain consistent in that parking is tightly controlled during business hours.

The direction of the Draft Cremorne Streets and Movement Strategy is to re-prioritise road space for use by pedestrians and cyclists. This will result in a loss of on-street car parking over time. Council will need to review ways to maximise the efficiency of the remaining on-street car parking. There will not be an increase in long-term on-street parking within Cremorne in any case.

Off-street parking in the area is also limited. Our expectation is that many of these at-grade car parking areas will be replaced over time as they are key development sites and are unlikely to continue to provide any significant supply of commercial off-street parking.

Based on the above, it is our view that if employees are not provided with private car parking, they are unlikely to be able to drive to Cremorne and will have to use alternative, more sustainable, transport modes. This outcome is consistent with the objectives for the future of transport into Cremorne.

6.5.6. Proximity to Services

Office workers can combine their trip to work with access to local services. Examples of this activity includes:

- Shopping after work for essential items, such as food shopping.
- Accessing medical services immediately before, at lunchtime or after work.
- Accessing local restaurants or entertainment venues.
- Visiting a post office or bank.

The availability of these amenities is higher near Swan Street/Church Street, but will improve over time as the area develops.

Workers have access to these facilities via a short walk. They can do so during lunchtimes or immediately before or after work. Accordingly, these workers are not generating additional vehicle trips to access these services either from their home directly or while travelling to-and-from work.

6.6. Parking Overlay Car Parking Rates Summary

The Parking Overlay proposes the following specific car parking rates:

- The Office car parking rate is set at a **maximum** parking rate of 1.0 car spaces per 100m^2 NFA.
- A retail car parking rate will be introduced, setting a **maximum** parking rate of 1.0 car spaces per 100m^2 LFA.

All other uses will remain under the minimum Column B parking rates of Clause 52.06-5 which currently apply to Cremorne.

The choice to apply maximum, instead of minimum rates is intended to reduce the level of car parking required for new developments and changes in use by removing the barrier to these lower parking rates created by the planning process. It is designed to:

- Encourage sustainable transport modes and support the key transport objectives of Cremorne.
- Reduce the level of car parking provided within new developments and consequently, the traffic impact of new development on the road network

6.7. Parking Overlay Decision Guidelines

Decision Guidelines will be necessary to supplement the recommended car parking provision requirements within a Parking Overlay. Specifically, Decision Guidelines are needed to guide decision makers on when applications seeking to provide more than the maximum parking provisions should be allowed, as the current Clause 52.06 guidelines are designed around considerations for reducing minimum parking requirements.

The focus of these decision guidelines is to assess whether the provision of car parking in excess of the maximum rates has negative impacts on the local road network, affects

sustainable transport patterns within the development and sustainable transport infrastructure in the nearby area (affecting other transport users).

The following Decision Guidelines are recommended and discussed in the following table.

Table 7: Review of Decision Guidelines

Decision Guidelines	Response
The following decision guidelines apply to an application for a permit under Clause 52.06-3, in addition to those specified in Clause 52.06-7 and elsewhere in the scheme. The responsible authority must consider, as appropriate:	
• *The Municipal Planning Strategy and the Planning Policy Framework.* • *Whether the objectives of this schedule have been met.*	Any consideration to provide more car parking than the maximum rate should have regard to the strategic planning of the area and the objectives of the Parking Overlay.
• *Any empirical analysis which supports a variation in the maximum number of car parking spaces that should be provided.* • *The particular characteristics of the proposed use with regard to the likely car parking demands generated.*	There may be instances where a specific business or land use requires a level of car parking that is higher than the recommended requirement of 1 space per 100m^2 and the decision guidelines should be flexible enough to consider where a permit can be granted to exceed the maximum requirement. By example, a particularly significant employer or 'anchor' business may require additional car parking for commercial reasons and the economic benefits of this proposal may outweigh the transport implications.
• *The impacts of the proposed car parking provision on creating sustainable transport patterns that preference walking, cycling and public transport use.*	Providing car parking in excess of the maximum rate should not create an environment where the use of sustainable transport modes is significantly impacted.
• *The impact on the road network of providing car parking in excess of the maximum rate.*	There may be instances where a new development is able to mitigate its transport impact on the road network or provide some wider transport network benefit. Another example might be a site located on the periphery of Cremorne and has better vehicular access to the external road network than a property that is 'internal' to Cremorne and allowing a modest increase in car parking over

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Decision Guidelines	Response
	the maximum rate would not significantly impact on traffic condition in the area. Alternatively, a minor variation above the maximum rate may also be acceptable, particular for small scale developments.
• *The impact of the proposed car parking provision on local amenity, including pedestrian amenity and the creation of a high-quality public realm.* • *Whether car parking and access is located and designed to limit pedestrian disruption and maximise active frontages.*	The provision of car parking in excess of the maximum parking rate may have a negative impact on the design of building. This might include how it presents to the public realm, or how the vehicle access impacts on pedestrian amenity or safety or other impacts.
• *Whether the development makes a contribution to sustainable transport infrastructure improvements in the nearby area.*	It is a widely understood and accepted principle that traffic impacts should be mitigated through associated traffic works. The classic example being an intersection upgrade being required to cater for increased turning movements as result of new development. This thinking also needs to be applied to sustainable transport infrastructure. There needs to be a recognition by developers and decision makers that the transport impacts of new developments could be offset by better sustainable transport infrastructure. In the case of Cremorne, this is particularly relevant where the expectation is that the transport needs of new development should be largely met by sustainable transport modes.
• *The provision of alternative transport modes on the site, including but not limited to car share, safe and secure motorcycle and bicycle parking.* • *The provision of end of trip facilities including, but not limited to showers, lockers, and/ or other similar amenities.*	Any application to exceed the maximum parking rates should still support sustainable transport modes by future employees, such as adequate bicycle parking, car share vehicles and other green travel initiatives. It would not be acceptable to exceed the maximum parking rates, but not encourage the use of sustainable transport modes.

7. Conclusions

Having completed a detailed review of the Cremorne Enterprise Precinct, including various planning and transport strategies and its existing and future transport network, it is our view that:

a) That a schedule to the Parking Overlay should be applied to land zoned C2Z and CDZ in Cremorne.

b) The Parking Overlay should include the following car parking requirements:

- *The Office car parking rate is set at a **maximum** parking rate of 1.0 car spaces per 100m^2 NFA.*
- *The Retail car parking rate is set at a **maximum** parking rate of 1.0 car spaces per 100m^2 LFA.*

All other uses are to remain at the current minimum requirements of Column B of Clause 52.06-5.

c) There is a need for new decision guidelines in regard to applications to exceed the maximum parking rates specified for offices and retail uses. The recommended guidelines aim to still encourage sustainable transport patterns for new developments and minimising the negative impacts of high levels of car parking.

d) The proposed Parking Overlay will support the development of Cremorne by reducing the traffic impacts of new development within Cremorne. The Overlay will have the following benefits:

i. It recognises the constrained road network in Cremorne, which is operating at capacity and that there is limited scope to improve the capacity of the local road network.

ii. It acknowledges that the future of transport within Cremorne is via sustainable transport modes, walking, cycling and public transport and it supports these outcomes.

iii. The future streetscapes in Cremorne will re-prioritise road space away from vehicle-based transport (and car parking) to sustainable transport modes.

iv. It will implement a parking control that is consistent with current planning practice in the area.

v. It will provide clear guidance to decision makers, developers, businesses and residents as to the expectations for car parking provision in Cremorne.

e) The Parking Overlay is unlikely to negatively impact on the development of Cremorne, specifically:

i. Development in the area over the last 5 years has already largely adopted the car parking rates proposed by the Overlay, demonstrating that a reduced parking rate is already acceptable by the market.

ii. Overflow parking impacts are likely be negligible given that on-street parking is already highly controlled within Cremorne and immediate surrounds.

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Appendix A

Parking Restriction Map

Traffix Group G28313R-01C

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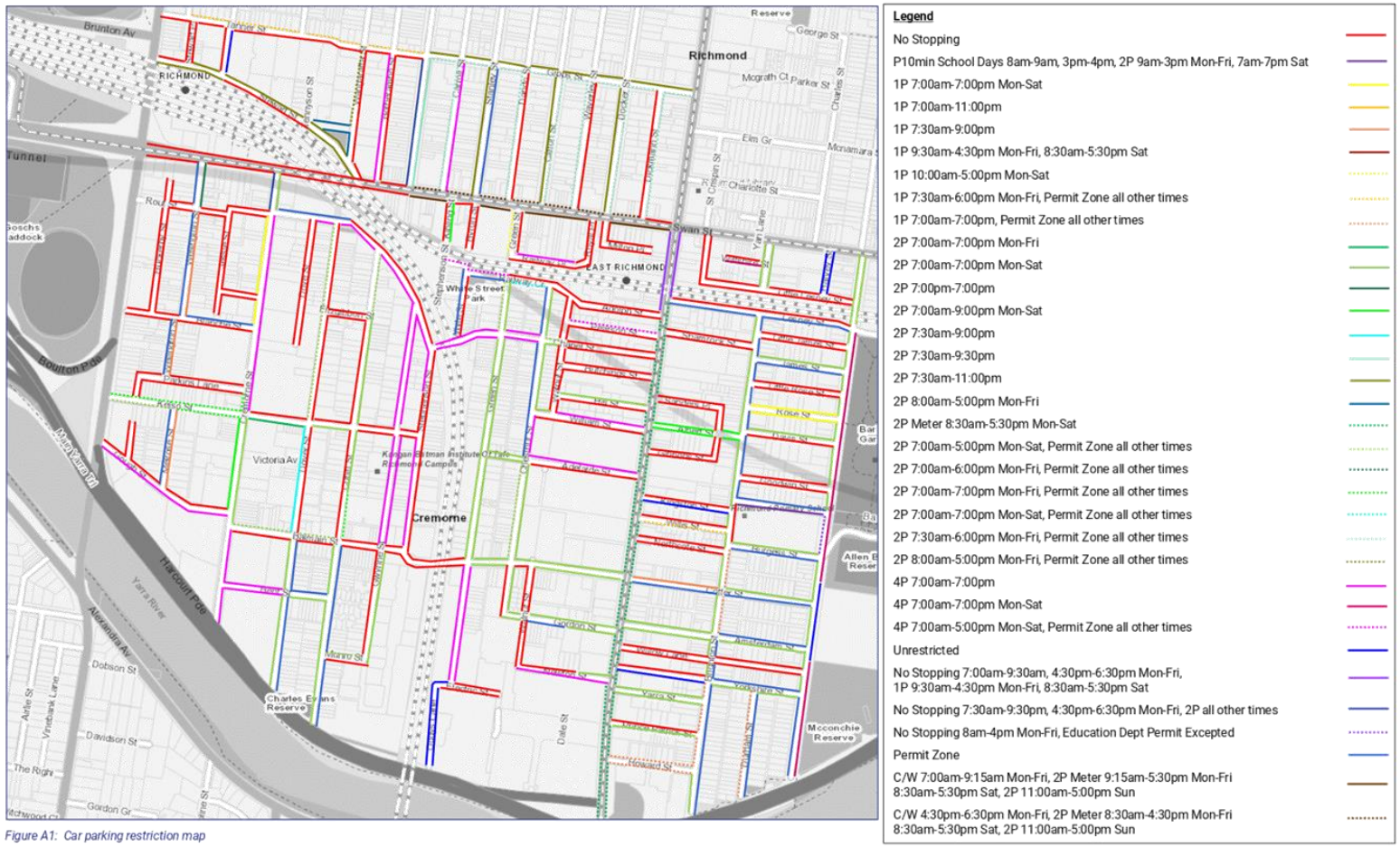


Figure A1: Car parking restriction map

Traffix Group

Attachment 1 - Parking Controls Review: Cremorne Enterprise Precinct (Traffix Group, July 2020)

Appendix B

Recommended Parking Overlay

Traffix Group G28313R-01C

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YARRA PLANNING SCHEME

SCHEDULE 2 TO CLAUSE 45.09 PARKING OVERLAY

Shown on the planning scheme map as **PO2**.

CREMORNE ENTERPRISE PRECINCT

1.0 Parking objectives to be achieved

- To identify appropriate car parking rates for commercial development and land uses in Cremorne, having regard to the area's strategic, inner-metro location and transport environment.
- To facilitate an appropriate provision of car parking spaces to enable Cremorne to grow as a major enterprise precinct with sustainable development, quality public spaces and active transport options.
- To reduce car parking demand, traffic congestion and noise and air pollution by encouraging the use of active and sustainable transport modes.
- To improve amenity and safety for pedestrians, drivers and cyclists in Cremorne by minimising vehicle access to and through sites.
- To ensure onsite car parking is designed to protect Cremorne's quality of place, including its built form character, heritage, public spaces and local road network.

2.0 Permit requirement

A permit is not required under Clause 52.06-3 to reduce (including reduce to zero) the number of car parking spaces required under Clause 52.06-5 for any use specified in Table 1 to this schedule.

A permit is required to provide more than the maximum parking provision specified for a use in Table 1 to this schedule.

3.0 Number of car parking spaces required

If a use is specified in the Table below, the maximum number of car parking spaces to be provided for the use is calculated by multiplying the *rate* by the accompanying *Measure*.

Table 1: Car parking spaces

USE	MAXIMUM RATE	MEASURE
Office	1	To each 100 sq m of net floor area
Retail premise	1	To each 100 sq m of leasable floor area

For all other uses listed in Table 1 of Clause 52.06-5, the Rate in Column B of Table 1 in Clause 52.06-5 applies.

4.0 Decision guidelines for permit applications

The following decision guidelines apply to an application for a permit under Clause 45.09, in addition to those specified in Clause 4509 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- The Municipal Planning Strategy and the Planning Policy Framework.
- Whether the objectives of this schedule have been met.
- Any empirical analysis which supports a variation in the maximum number of car parking spaces that should be provided.
- The particular characteristics of the proposed use with regard to the likely car parking demands generated.
- The impacts of the proposed car parking provision on creating sustainable transport patterns that preference walking, cycling and public transport use.
- The impact on the road network of providing car parking in excess of the maximum rate.

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- The impact of the proposed car parking provision on local amenity, including pedestrian amenity and the creation of a high-quality public realm.
- Whether car parking and access is located and designed to limit pedestrian disruption and maximise active frontages.
- Whether the development makes a contribution to sustainable transport infrastructure improvements in the nearby area.
- The provision of alternative transport modes on the site, including but not limited to car share, safe and secure motorcycle and bicycle parking.
- The provision of end of trip facilities including, but not limited to showers, lockers, and/ or other similar amenities.

5.0 Financial contribution requirement

None specified.

6.0 Requirements for a car parking plan

None specified.

7.0 Design standards for car parking

None specified.

8.0 Decision guidelines for car parking plans

None specified.

9.0 Background documents

Parking Controls Review: Cremorne Enterprise Precinct, Traffix Group July 2020.

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Appendix C

Clause 52.06 of the Yarra Planning Scheme

Traffix Group G28313R-01C

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52.06 CAR PARKING

31/07/2018
VC148

Purpose

To ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework.

To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.

To support sustainable transport alternatives to the motor car.

To promote the efficient use of car parking spaces through the consolidation of car parking facilities.

To ensure that car parking does not adversely affect the amenity of the locality.

To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.

52.06-1 Scope

01/07/2014
VC116

Clause 52.06 applies to:

- a new use; or
- an increase in the floor area or site area of an existing use; or
- an increase to an existing use by the measure specified in Column C of Table 1 in Clause 52.06-5 for that use.

Clause 52.06 does not apply to:

- the extension of one dwelling on a lot in the Neighbourhood Residential Zone, General Residential Zone, Residential Growth Zone, Mixed Use Zone or Township Zone; or
- the construction and use of one dwelling on a lot in the Neighbourhood Residential Zone, General Residential Zone, Residential Growth Zone, Mixed Use Zone or Township Zone unless the zone or a schedule to the zone specifies that a permit is required to construct or extend one dwelling on a lot.

52.06-2 Provision of car parking spaces

19/04/2013
VC95

Before:

- a new use commences; or
- the floor area or site area of an existing use is increased; or
- an existing use is increased by the measure specified in Column C of Table 1 in Clause 52.06-5 for that use,

the number of car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay must be provided to the satisfaction of the responsible authority in one or more of the following ways:

- on the land; or
- in accordance with a permit issued under Clause 52.06-3; or
- in accordance with a financial contribution requirement specified in a schedule to the Parking Overlay.

If a schedule to the Parking Overlay specifies a maximum parking provision, the maximum provision must not be exceeded except in accordance with a permit issued under Clause 52.06-3.

52.06-3 Permit requirement

04/10/2018
VC149

A permit is required to:

- Reduce (including reduce to zero) the number of car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay.
- Provide some or all of the car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay on another site.
- Provide more than the maximum parking provision specified in a schedule to the Parking Overlay.

A permit is not required if a schedule to the Parking Overlay specifies that a permit is not required under this clause.

A permit is not required to reduce the number of car parking spaces required for a new use of land if the following requirements are met:

- The number of car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay for the new use is less than or equal to the number of car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay for the existing use of the land.
- The number of car parking spaces currently provided in connection with the existing use is not reduced after the new use commences.

A permit is not required to reduce the required number of car parking spaces for a new use of an existing building if the following requirements are met:

- The building is in the Commercial 1 Zone, Commercial 2 Zone, Commercial 3 Zone or Activity Centre Zone.
- The gross floor area of the building is not increased.
- The reduction does not exceed 10 car parking spaces.
- The building is not in a Parking Overlay with a schedule that allows a financial contribution to be paid in lieu of the provision of the required car parking spaces for the use.

VicSmart applications

Subject to Clause 71.06, an application under this clause to reduce the required number of car parking spaces by no more than 10 car parking spaces is a class of VicSmart application and must be assessed against Clause 59.10.

52.06-4 Exemption from notice and review

31/07/2018
VC148

An application under Clause 52.06-3 is exempt from the notice requirements of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the Act if:

- the application is only for a permit under Clause 52.06-3; or
- the application is also for a permit under another provision of the planning scheme and in respect of all other permissions sought, the application is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

52.06-5 Number of car parking spaces required under Table 1

24/01/2020
VC160

Table 1 of this clause sets out the car parking requirement that applies to a use listed in the Table.

A car parking requirement in Table 1 may be calculated as either:

- a number of car parking spaces; or
- a percentage of the total site area that must be set aside for car parking.

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A car parking requirement in Table 1 is calculated by multiplying the figure in Column A or Column B (whichever applies) by the measure (for example square metres, number of patrons or number of bedrooms) in Column C.

Column A applies unless Column B applies.

Column B applies if:

- any part of the land is identified 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); or
- a schedule to the Parking Overlay or another provision of the planning scheme specifies that Column B applies.

Where an existing use is increased by the measure specified in Column C of Table 1 for that use, the car parking requirement only applies to the increase, provided the existing number of car parking spaces currently being provided in connection with the existing use is not reduced.

If in calculating the number of car parking spaces the result is not a whole number, the required number of car parking spaces is to be rounded down to the nearest whole number.

Where the car parking requirement specified in Table 1 is calculated as a percentage of the total site area, the area to be provided for car parking includes an accessway that directly abuts any car parking spaces, but does not include any accessway or portion of an accessway that does not directly abut any car parking spaces.

The car parking requirement specified in Table 1 includes disabled car parking spaces. The proportion of spaces to be allocated as disabled spaces must be in accordance with Australian Standard AS2890.6-2009 (disabled) and the Building Code of Australia.

The car parking requirement specified for a use listed in Table 1 does not apply if:

- a car parking requirement for the use is specified under another provision of the planning scheme; or
- a schedule to the Parking Overlay specifies the number of car parking spaces required for the use.

Table 1: Car parking requirement

Use	Rate Column A	Rate Column B	Car Parking Measure Column C
Amusement parlour	4	3.5	To each 100 sq m of net floor area
Art & craft centre	4	3.5	To each 100 sq m of net floor area
Bar	0.4		To each patron permitted
		3.5	Space to each 100 sq m of leasable floor area
Betting agency	4	3.5	To each 100 sq m of leasable floor area
Bowling green	6	6	To each rink plus 50 per cent of the relevant requirement of any ancillary use
Child care centre	0.22	0.22	To each child
Cinema based entertainment facility	0.3	0.3	To each patron permitted
Convenience restaurant	0.3		To each patron permitted
		3.5	To each 100 sq m of leasable floor area

Attachment 1 - Parking Controls Review: Cremorne Enterprise Precinct (Traffix Group, July 2020)

VICTORIA PLANNING PROVISIONS

Use	Rate Column A	Rate Column B	Car Parking Measure Column C
Convenience shop if the leasable floor area exceeds 80 sq m	10		To each premises
		3.5	To each 100 sq m of leasable floor area
Display home centre	5		To each dwelling for five or fewer contiguous dwellings, plus
	2		To each additional contiguous dwelling
		3.5	To each 100 sq m of floor area
Dwelling	1	1	To each one or two bedroom dwelling, plus
	2	2	To each three or more bedroom dwelling (with studies or studios that are separate rooms counted as a bedrooms) plus
	1	0	For visitors to every 5 dwellings for developments of 5 or more dwellings
Education centre other than listed in this table	0.4	0.3	To each student that is part of the maximum number of students on the site at any time
Food and drink premises other than listed in this table	4	3.5	To each 100 sq m of leasable floor area
Freezing and cool storage,	1.5	1	To each 100 sq m of net floor area
Fuel depot	10	10	Per cent of site area
Funeral Parlour	0.3	0.3	To each patron permitted
Gambling premises other than listed in this table	0.4		To each patron permitted
		3.5	To each 100 sq m of leasable floor area
Golf course	4	4	To each hole plus 50 per cent of the relevant requirement of any ancillary uses.
Home based business	1	0	To each employee not a resident of the dwelling
Hotel	0.4		To each patron permitted
		3.5	To each 100 sq m of leasable floor area
Industry other than listed in this table	2.9	1	To each 100 sq m of net floor area
Landscape gardening supplies	10	10	Per cent of site area
Mail centre	3.5	3	To each 100 sq m of net floor area
Manufacturing sales	4	3.5	To each 100 sq m of leasable floor area
Market	8	3.5	To each 100 sq m of site area
Materials recycling	10	10	Per cent of site area
Medical centre	5		To the first person providing health services plus
	3		To every other person providing health services
		3.5	To each 100 sq m of leasable floor area
Milk depot	10	10	Per cent of site area

Attachment 1 - Parking Controls Review: Cremorne Enterprise Precinct (Traffix Group, July 2020)

VICTORIA PLANNING PROVISIONS

Use	Rate Column A	Rate Column B	Car Parking Measure Column C
Motel	1	1	To each unit, and one to each manager dwelling, plus 50 per cent of the relevant requirement of any ancillary use
Motor repairs	3	3	To each 100 sq m of net floor area plus
	1	1	for each vehicle being serviced, repaired or fitted with accessories, including vehicles waiting to be serviced, repaired, fitted with accessories or collected by owners
Office other than listed in this table	3.5	3	To each 100 sq m of net floor area
Place of assembly other than listed in this table	0.3	0.3	To each patron permitted
Postal agency	4	3.5	To each 100 sq m of leasable floor area
Primary produce sales	4	3.5	To each 100 sq m of leasable floor area
Primary school	1	1	To each employee that is part of the maximum number of employees on the site at any time
Research and development centre	3.5	3	To each 100 sq m of net floor area
Residential aged care facility	0.3	0.3	To each lodging room
Residential village	1	1	To each one or two bedroom dwelling plus
	2	2	To each three or more bedroom dwelling (with studies or studios that are separate rooms counted as a bedrooms) plus
	1	0	For visitors to every five dwellings for developments of five or more dwellings
Retirement village	1	1	To each one or two bedroom dwelling plus
	2	2	To each three or more bedroom dwelling (with studies or studios that are separate rooms counted as a bedrooms) plus
	1	0	For visitors to every five dwellings for developments of five or more dwellings
Restaurant	0.4		To each patron permitted
		3.5	To each 100 sq m of leasable floor area
Restricted retail premises	3	2.5	To each 100 sq m of leasable floor area
Rooming house	1	1	To each four bedrooms
Saleyard	10	10	Per cent of site area
Secondary school	1.2	1.2	To each employee that is part of the maximum number of employees on the site at any time
Shop other than listed in this table	4	3.5	To each 100 sq m of leasable floor area
Squash court – other than in conjunction with a dwelling	3	3	To each court plus 50 per cent of the relevant requirement of any ancillary use

Attachment 1 - Parking Controls Review: Cremorne Enterprise Precinct (Traffix Group, July 2020)

Use	Rate Column A	Rate Column B	Car Parking Measure Column C
Store other than listed in this table	10	10	Per cent of site area
Supermarket	5	5	To each 100 sq m of leasable floor area
Swimming pool – other than in conjunction with a dwelling	5.6	5.6	To each 100 sq m of the site
Tennis court – other than in conjunction with a dwelling	4	4	To each court plus 50% of the requirement of any ancillary use
Trade supplies	10	10	Per cent of site area
Veterinary centre	5		To the first person providing animal health services plus
	3		To every other person providing animal health services
		3.5	To each 100 sq m of leasable floor area
Warehouse other than listed in this table	2	2	To each premises plus
	1.5	1	To each 100 sq m of net floor area
Winery	0.4		To each patron permitted
		3.5	To each 100 sq m of leasable floor area

52.06-6 Number of car parking spaces required for other uses

16/01/2018
VC142

Where a use of land is not specified in Table 1 or where a car parking requirement is not specified for the use in another provision of the planning scheme or in a schedule to the Parking Overlay, before a new use commences or the floor area or site area of an existing use is increased, car parking spaces must be provided to the satisfaction of the responsible authority. This does not apply to the use of land for a temporary portable land sales office located on the land for sale.

52.06-7 Application requirements and decision guidelines for permit applications

25/05/2017
VC133

For applications to reduce the car parking requirement

An application to reduce (including reduce to zero) the number of car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay must be accompanied by a Car Parking Demand Assessment.

The Car Parking Demand Assessment must assess the car parking demand likely to be generated by the proposed:

- new use; or
- increase in the floor areas or site area of the existing use; or
- increase to the existing use by the measure specified in Column C of Table 1 in Clause 52.06-5 for that use.

The Car Parking Demand Assessment must address the following matters, to the satisfaction of the responsible authority:

- The likelihood of multi-purpose trips within the locality which are likely to be combined with a trip to the land in connection with the proposed use.
- The variation of car parking demand likely to be generated by the proposed use over time.

Attachment 1 - Parking Controls Review: Cremorne Enterprise Precinct (Traffix Group, July 2020)

- The short-stay and long-stay car parking demand likely to be generated by the proposed use.
- The availability of public transport in the locality of the land.
- The convenience of pedestrian and cyclist access to the land.
- The provision of bicycle parking and end of trip facilities for cyclists in the locality of the land.
- The anticipated car ownership rates of likely or proposed visitors to or occupants (residents or employees) of the land.
- Any empirical assessment or case study.

Before granting a permit to reduce the number of spaces, the responsible authority must consider the following, as appropriate:

- The Car Parking Demand Assessment.
- Any relevant local planning policy or incorporated plan.
- The availability of alternative car parking in the locality of the land, including:
  - Efficiencies gained from the consolidation of shared car parking spaces.
  - Public car parks intended to serve the land.
  - On street parking in non residential zones.
  - Streets in residential zones specifically managed for non-residential parking.
- On street parking in residential zones in the locality of the land that is intended to be for residential use.
- The practicality of providing car parking on the site, particularly for lots of less than 300 square metres.
- Any adverse economic impact a shortfall of parking may have on the economic viability of any nearby activity centre.
- The future growth and development of any nearby activity centre.
- Any car parking deficiency associated with the existing use of the land.
- Any credit that should be allowed for car parking spaces provided on common land or by a Special Charge Scheme or cash-in-lieu payment.
- Local traffic management in the locality of the land.
- The impact of fewer car parking spaces on local amenity, including pedestrian amenity and the amenity of nearby residential areas.
- The need to create safe, functional and attractive parking areas.
- Access to or provision of alternative transport modes to and from the land.
- The equity of reducing the car parking requirement having regard to any historic contributions by existing businesses.
- The character of the surrounding area and whether reducing the car parking provision would result in a quality/positive urban design outcome.
- Any other matter specified in a schedule to the Parking Overlay.
- Any other relevant consideration.

Attachment 1 - Parking Controls Review: Cremorne Enterprise Precinct (Traffix Group, July 2020)

For applications to allow some or all of the required car parking spaces to be provided on another site

Before granting a permit to allow some or all of the car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay to be provided on another site, the responsible authority must consider the following, as appropriate:

- The proximity of the car parking on the alternate site to the subject site.
- The likelihood of the long term provision and availability of the car parking spaces.
- Whether the location of the car parking spaces is consistent with any relevant local policy or incorporated plan.
- Any other matter specified in a schedule to the Parking Overlay.

For applications to provide more than the maximum parking provision specified in a schedule to the Parking Overlay

An application to provide more than the maximum parking provision specified in a schedule to the Parking Overlay must be accompanied by a Car Parking Demand Assessment.

The Car Parking Demand Assessment must assess the car parking demand likely to be generated by the proposed use or increase to the existing use.

The Car Parking Demand Assessment must address the following matters, to the satisfaction of the responsible authority:

- The likelihood of multi-purpose trips within the locality which are likely to be combined with a trip to the land in connection with the proposed use.
- The variation of car parking demand likely to be generated by the proposed use over time.
- The short-stay and long-stay car parking demand likely to be generated by the proposed use.
- The availability of public transport in the locality of the land.
- The convenience of pedestrian and cyclist access to the land.
- The provision of bicycle parking and end of trip facilities for cyclists in the locality of the land.
- The anticipated car ownership rates of likely or proposed visitors to or occupants (residents or employees) of the land.
- Any empirical assessment or case study.

52.06-8 Requirement for a car parking plan

25/05/2017
VC133

Plans must be prepared to the satisfaction of the responsible authority before any of the following occurs:

- a new use commences; or
- the floor area or site area of an existing use is increased; or
- an existing use is increased by the measure specified in Column C of Table 1 in Clause 52.06-5 for that use.

The plans must show, as appropriate:

- All car parking spaces that are proposed to be provided (whether on the land or on other land).
- Access lanes, driveways and associated works.
- Allocation of car parking spaces to different uses or tenancies, if applicable.
- Any landscaping and water sensitive urban design treatments.
- Finished levels, if required by the responsible authority.

- Any other matter specified in a schedule to the Parking Overlay.

Plans must be provided to the responsible authority under Clause 52.06-8 wherever Clause 52.06 applies, whether or not a permit application is being made under Clause 52.06-3 or any other provision of the planning scheme.

Where an application is being made for a permit under Clause 52.06-3 or another provision of the planning scheme, the information required under Clause 52.06-8 may be included in other plans submitted with the application.

Clause 52.06-8 does not apply where no car parking spaces are proposed to be provided.

52.06-9 Design standards for car parking

19/09/2017
VC132

Plans prepared in accordance with Clause 52.06-8 must meet the design standards of Clause 52.06-9, unless the responsible authority agrees otherwise.

Design standards 1, 3, 6 and 7 do not apply to an application to construct one dwelling on a lot.

Design standard 1 – Accessways

Accessways must:

- Be at least 3 metres wide.
- Have an internal radius of at least 4 metres at changes of direction or intersection or be at least 4.2 metres wide.
- Allow vehicles parked in the last space of a dead-end accessway in public car parks to exit in a forward direction with one manoeuvre.
- Provide at least 2.1 metres headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8 metres.
- If the accessway serves four or more car spaces or connects to a road in a Road Zone, the accessway must be designed so that cars can exit the site in a forward direction.
- Provide a passing area at the entrance at least 6.1 metres wide and 7 metres long if the accessway serves ten or more car parking spaces and is either more than 50 metres long or connects to a road in a Road Zone.
- Have a corner splay or area at least 50 per cent clear of visual obstructions extending at least 2 metres along the frontage road from the edge of an exit lane and 2.5 metres along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath of the frontage road. The area clear of visual obstructions may include an adjacent entry or exit lane where more than one lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900mm in height.

If an accessway to four or more car parking spaces is from land in a Road Zone, the access to the car spaces must be at least 6 metres from the road carriageway.

If entry to the car space is from a road, the width of the accessway may include the road.

Design standard 2 – Car parking spaces

Car parking spaces and accessways must have the minimum dimensions as outlined in Table 2.

Table 2: Minimum dimensions of car parking spaces and accessways

Angle of car parking spaces to access way	Accessway width	Car space width	Car space length
Parallel	3.6 m	2.3 m	6.7 m
45°	3.5 m	2.6 m	4.9 m

Attachment 1 - Parking Controls Review: Cremorne Enterprise Precinct (Traffix Group, July 2020)

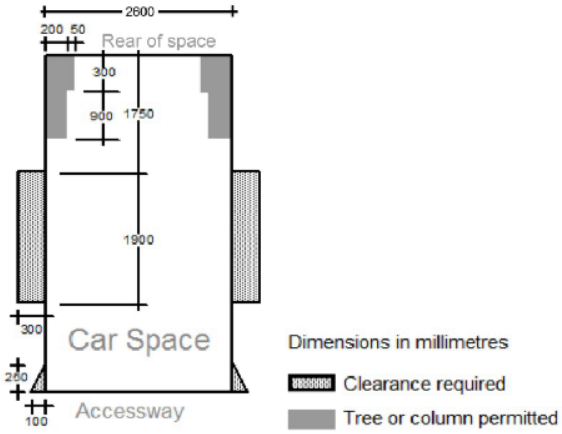
Angle of car parking spaces to access way	Accessway width	Car space width	Car space length
60°	4.9 m	2.6 m	4.9 m
90°	6.4 m	2.6 m	4.9 m
	5.8 m	2.8 m	4.9 m
	5.2 m	3.0 m	4.9 m
	4.8 m	3.2 m	4.9 m

Note to Table 2: Some dimensions in Table 2 vary from those shown in the Australian Standard AS2890.1-2004 (off street). The dimensions shown in Table 2 allocate more space to aisle widths and less to marked spaces to provide improved operation and access. The dimensions in Table 2 are to be used in preference to the Australian Standard AS2890.1-2004 (off street) except for disabled spaces which must achieve Australian Standard AS2890.6-2009 (disabled).

A wall, fence, column, tree, tree guard or any other structure that abuts a car space must not encroach into the area marked 'clearance required' on Diagram 1, other than:

- A column, tree or tree guard, which may project into a space if it is within the area marked 'tree or column permitted' on Diagram 1.
- A structure, which may project into the space if it is at least 2.1 metres above the space.

Diagram 1 Clearance to car parking spaces



Car spaces in garages or carports must be at least 6 metres long and 3.5 metres wide for a single space and 5.5 metres wide for a double space measured inside the garage or carport.

Where parking spaces are provided in tandem (one space behind the other) an additional 500 mm in length must be provided between each space.

Where two or more car parking spaces are provided for a dwelling, at least one space must be under cover.

Disabled car parking spaces must be designed in accordance with Australian Standard AS2890.6-2009 (disabled) and the Building Code of Australia. Disabled car parking spaces may encroach into an accessway width specified in Table 2 by 500mm.

Attachment 1 - Parking Controls Review: Cremorne Enterprise Precinct (Traffix Group, July 2020)

Design standard 3: Gradients

Accessway grades must not be steeper than 1:10 (10 per cent) within 5 metres of the frontage to ensure safety for pedestrians and vehicles. The design must have regard to the wheelbase of the vehicle being designed for; pedestrian and vehicular traffic volumes; the nature of the car park; and the slope and configuration of the vehicle crossover at the site frontage. This does not apply to accessways serving three dwellings or less.

Ramps (except within 5 metres of the frontage) must have the maximum grades as outlined in Table 3 and be designed for vehicles travelling in a forward direction.

Table 3: Ramp gradients

Type of car park	Length of ramp	Maximum grade
Public car parks	20 metres or less	1:5 (20%)
	longer than 20 metres	1:6 (16.7%)
Private or residential car parks	20 metres or less	1:4 (25%)
	longer than 20 metres	1:5 (20%)

Where the difference in grade between two sections of ramp or floor is greater that 1:8 (12.5 per cent) for a summit grade change, or greater than 1:6.7 (15 per cent) for a sag grade change, the ramp must include a transition section of at least 2 metres to prevent vehicles scraping or bottoming.

Plans must include an assessment of grade changes of greater than 1:5.6 (18 per cent) or less than 3 metres apart for clearances, to the satisfaction of the responsible authority.

Design standard 4: Mechanical parking

Mechanical parking may be used to meet the car parking requirement provided:

- At least 25 per cent of the mechanical car parking spaces can accommodate a vehicle height of at least 1.8 metres.
- Car parking spaces that require the operation of the system are not allocated to visitors unless used in a valet parking situation.
- The design and operation is to the satisfaction of the responsible authority.

Design standard 5: Urban design

Ground level car parking, garage doors and accessways must not visually dominate public space.

Car parking within buildings (including visible portions of partly submerged basements) must be screened or obscured where possible, including through the use of occupied tenancies, landscaping, architectural treatments and artworks.

Design of car parks must take into account their use as entry points to the site.

Design of new internal streets in developments must maximise on street parking opportunities.

Design standard 6: Safety

Car parking must be well lit and clearly signed.

The design of car parks must maximise natural surveillance and pedestrian visibility from adjacent buildings.

Pedestrian access to car parking areas from the street must be convenient.

Pedestrian routes through car parking areas and building entries and other destination points must be clearly marked and separated from traffic in high activity parking areas.

Design standard 7: Landscaping

The layout of car parking areas must provide for water sensitive urban design treatment and landscaping.

Landscaping and trees must be planted to provide shade and shelter, soften the appearance of ground level car parking and aid in the clear identification of pedestrian paths.

Ground level car parking spaces must include trees planted with flush grilles. Spacing of trees must be determined having regard to the expected size of the selected species at maturity.

52.06-10 Decision guidelines

25/05/2017
VC133

Before deciding that a plan prepared under Clause 52.06-8 is satisfactory the responsible authority must consider, as appropriate:

- The role and function of nearby roads and the ease and safety with which vehicles gain access to the site.
- The ease and safety with which vehicles access and circulate within the parking area.
- The provision for pedestrian movement within and around the parking area.
- The provision of parking facilities for cyclists and disabled people.
- The protection and enhancement of the streetscape.
- The provisions of landscaping for screening and shade.
- The measures proposed to enhance the security of people using the parking area particularly at night.
- The amenity of the locality and any increased noise or disturbance to dwellings and the amenity of pedestrians.
- The workability and allocation of spaces of any mechanical parking arrangement.
- The design and construction standards proposed for paving, drainage, line marking, signage, lighting and other relevant matters.
- The type and size of vehicle likely to use the parking area.
- Whether the layout of car parking spaces and access lanes is consistent with the specific standards or an appropriate variation.
- The need for the required car parking spaces to adjoin the premises used by the occupier/s, if the land is used by more than one occupier.
- Whether the layout of car spaces and accessways are consistent with Australian Standards AS2890.1-2004 (off street) and AS2890.6-2009 (disabled).
- The relevant standards of Clauses 56.06-2, 56.06-4, 56.06-5, 56.06-7 and 56.06-8 for residential developments with accessways longer than 60 metres or serving 16 or more dwellings.
- Any other matter specified in a schedule to the Parking Overlay.

52.06-11 Construction of car parking

25/05/2017
VC133

Where a plan is required under Clause 52.06-8, the car parking spaces, access lanes, driveways and associated works and landscaping shown on the plan must be:

- constructed and available for use in accordance with the plan approved by the responsible authority; and
- formed to such levels and drained so that they can be used in accordance with the plan; and
- treated with an all-weather seal or some other durable surface; and

Attachment 1 - Parking Controls Review: Cremorne Enterprise Precinct (Traffix Group, July 2020)

- line-marked or provided with some other adequate means of showing the car parking spaces,

before any of the following occurs:

- the new use commences; or
- the floor area or site area of the existing use is increased; or
- the existing use is increased by the measure specified in Column C of Table 1 in Clause 52.06-5 for that use.

Attachment 2 - Proposed Amendment C281yara documents

YARRA PLANNING SCHEME

--/--/---
Proposed C281yara

SCHEDULE 2 TO CLAUSE 45.09 PARKING OVERLAY

Shown on the planning scheme map as **PO2**.

CREMORNE ENTERPRISE PRECINCT

1.0 Parking objectives to be achieved

--/--/---
Proposed C281yara

- To identify appropriate car parking rates for commercial development and land uses in Cremorne, having regard to the area's strategic, inner-metro location and transport environment.
- To facilitate an appropriate provision of car parking spaces to enable Cremorne to grow as a major enterprise precinct with sustainable development, quality public spaces and active transport options.
- To reduce car parking demand, traffic congestion and noise and air pollution by encouraging the use of active and sustainable transport modes.
- To improve amenity and safety for pedestrians, drivers and cyclists in Cremorne by minimising vehicle access to and through sites.
- To ensure onsite car parking is designed to protect Cremorne's quality of place, including its built form character, heritage, public spaces and local road network.

2.0 Permit requirement

--/--/---
Proposed C281yara

A permit is not required under Clause 52.06-3 to reduce (including reduce to zero) the number of car parking spaces required under Clause 52.06-5 for any use specified in the Table to this schedule.

A permit is required to provide more than the maximum parking provision specified for a use in the Table to this schedule.

3.0 Number of car parking spaces required

--/--/---
Proposed C281yara

If a use is specified in the Table below, the number of car parking spaces required for the use is calculated by multiplying the *Rate* specified for the use by the accompanying *Measure*.

Table: Car parking spaces

Use	Maximum Rate	Measure
Office	1	To each 100 sq m of net floor area
Retail	1	To each 100 sq m of leasable floor area

For all other uses listed in Table 1 of Clause 52.06-5, the *Rate* in Column B of Table 1 in Clause 52.06-5 applies.

4.0 Decision guidelines for permit applications

--/--/---
Proposed C281yara

The following decision guidelines apply to an application for a permit under Clause 45.09, in addition to those specified in Clause 45.09 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- The Municipal Planning Strategy and the Planning Policy Framework.
- Whether the objectives of this schedule have been met.
- Any empirical analysis which supports a variation in the maximum number of car parking spaces that should be provided.
- The particular characteristics of the proposed use with regard to the likely car parking demands generated.

Attachment 2 - Proposed Amendment C281yara documents

- The impacts of the proposed car parking provision on creating sustainable transport patterns that preference walking, cycling and public transport use.
- The impact on the road network of providing car parking in excess of the maximum rate.
- The impact of the proposed car parking provision on local amenity, including pedestrian amenity and the creation of a high-quality public realm.
- Whether car parking and access is located and designed to limit pedestrian disruption and maximise active frontages.
- Whether the development makes a contribution to sustainable transport infrastructure improvements in the nearby area.
- The provision of alternative transport modes on the site, including but not limited to car share, safe and secure motorcycle and bicycle parking.
- The provision of end of trip facilities including, but not limited to showers, lockers, and/ or other similar amenities.

5.0 Financial contribution requirement

--/--/---
Proposed C281yara

None specified.

6.0 Requirements for a car parking plan

--/--/---
Proposed C281yara

None specified.

7.0 Design standards for car parking

--/--/---
Proposed C281yara

None specified.

8.0 Decision guidelines for car parking plans

--/--/---
Proposed C281yara

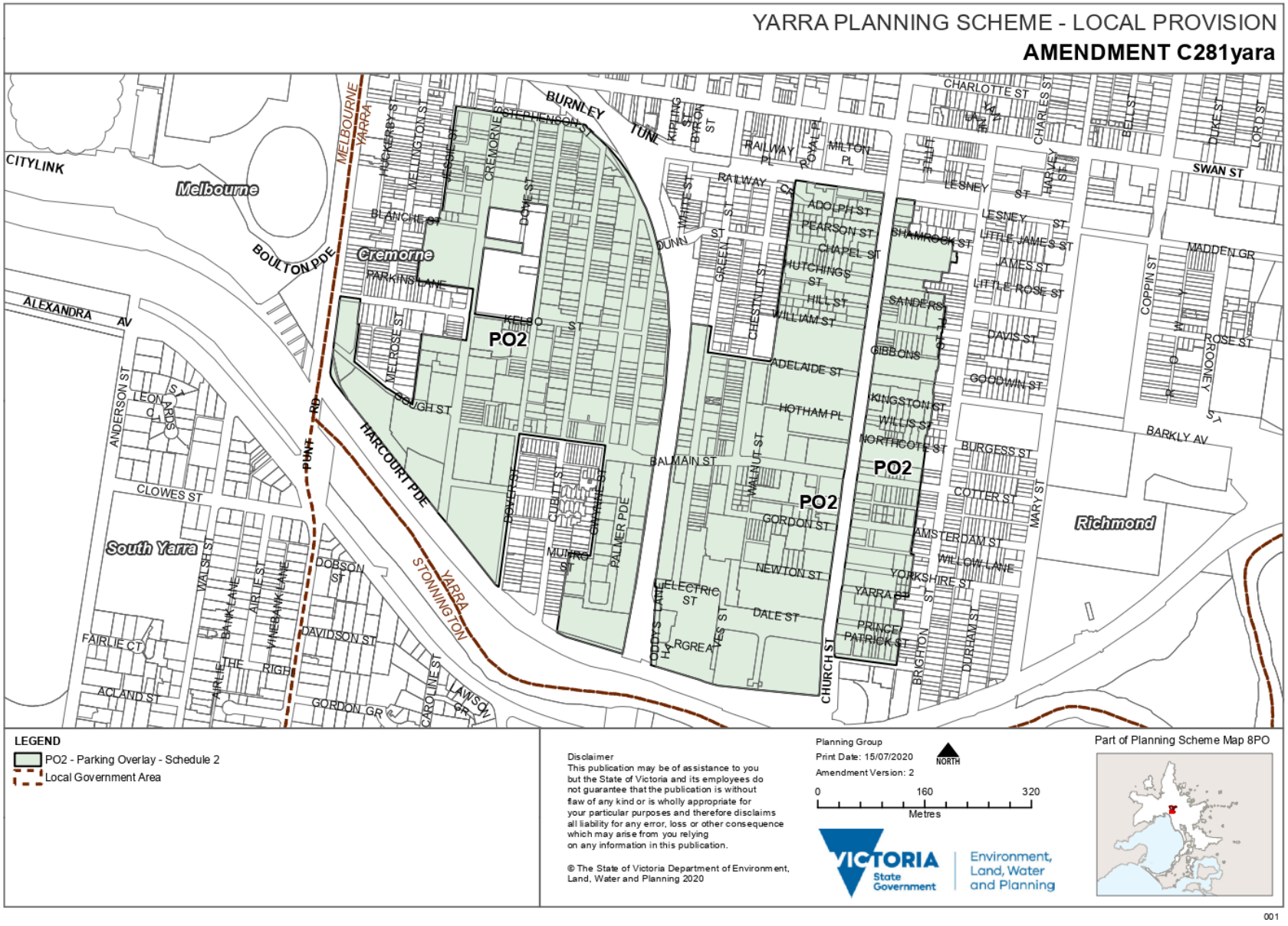
None specified.

9.0 Background document

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Proposed C281yara

*Parking Controls Review: Cremorne Enterprise Precinct (*Traffix Group, July 2020).

Attachment 2 - Proposed Amendment C281yara documents



Attachment 2 - Proposed Amendment C281yara documents

YARRA PLANNING SCHEME

18/04/2019
C225

SCHEDULE TO CLAUSE 72.03 WHAT DOES THIS PLANNING SCHEME CONSIST OF?

1.0

--/--/----
Proposed C281yara

Maps comprising part of this planning scheme:

- Maps No. 1, 1HO, 1DDO, 1SBO, 1PAO, 1EAO, 1SCO
- Maps No. 2, 2SLO, 2ESO, 2HO, 2DDO, 2DPO, 2SLIO, 2SBO, 2PAO, 2EAO, 2SCO
- Maps No. 3, 3SLO, 3ESO, 3HO, 3DPO, 3DDO, 3LSIO, 3SBO, 3PAO, 3EAO, 3SCO
- Maps No. 4, 4SLO, 4ESO, 4HO, 4DPO, 4DDO, 4LSIO, 4PAO, 4EAO
- Maps No. 5, 5HO, 5DPO, 5DDO, 5EAO, 5SCO
- Maps No. 6, 6SLO, 6HO, 6DPO, 6DDO, 6IPO, 6LISO, 6SBO, 6PAO, 6EAO, 6PO, 6SCO
- Maps No. 7, 7SLO, 7DPO, 7DDO, 7LSIO, 7SBO, 7PAO, 7HO, 7EAO, 7SCO
- Maps No. 8, 8SLO, 8HO, 8DDO, 8LSIO, 8SBO, 8EAO, 8CLPO, 8SCO, 8PO
- Maps No. 9, 9SLO9, 9HO, 9DPO, 9DDO, 9LSIO, 9PAO, 9EAO, 9CLPO

Attachment 2 - Proposed Amendment C281yara documents

YARRA PLANNING SCHEME

31/07/2018
VC148

SCHEDULE TO CLAUSE 72.08 BACKGROUND DOCUMENTS

1.0
--/--/----
Proposed C281yara

Background documents

Name of background document	Amendment number - clause reference
Parking Controls Review: Cremorne Enterprise Precinct (Traffix Group, July 2020)	Amendment C281yara Clause 45.09

4.5 PLN19/0450 - 36-52 Wellington Street, Collingwood - Supplementary Report - Proposed Planning Scheme Amendment C285yara

Executive Summary

Purpose

This report provides Council with supplementary information in respect to planning permit application PLN19/0450 that affects the land at 36-52 Wellington Street, Collingwood, in regards to the following:

(a) Proposed Planning Scheme Amendment C285yara in response to the referral from the Building Victoria's Recovery Taskforce (BVRT) to the Minister for Planning; and

(b) Request for Council's views under Section 20(5) of the *Planning and Environment Act* 1987.

The information and assessment as contained in the original officer report presented to the Internal Development Approvals Committee (IDAC) of 11 March 2020 and subsequent IDAC Minutes remain current and relevant in the consideration of this proposed amendment.

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

4.5 PLN19/0450 - 36-52 Wellington Street, Collingwood - Supplementary Report - Proposed Planning Scheme Amendment C285yara

Reference: D20/134183
Authoriser: Manager Statutory Planning

Ward:	Langridge Ward
Proposal:	Construction of a multi-storey office building, use of the land for food and drink premises and a reduction in car parking
Existing use:	Commercial/warehouse
Applicant:	Hines 36 Wellington Property Pty Ltd
Zoning / Overlays:	Commercial 2 Zone/Design and Development Overlay Schedules 2 and 11
Date of Application:	10 July 2019
Application Number:	PLN19/0450

Application Background

1. This report provides Council with supplementary information with respect to planning permit application PLN19/0450, which affects the land at 36-52 Wellington Street, Collingwood.
2. The agenda and associated minutes of Council's Internal Development Approvals Committee (**IDAC**) of the 11 March 2020, remain current and pertinent in the consideration of this amendment.
3. The planning application is subject to a review at the Victorian Civil and Administrative Tribunal (**VCAT**) pursuant to Section 79 '*failure to determine within the prescribed time*' of the *Planning and Environment Act* 1987 (**the Act**).
4. There are six (6) objector parties to the VCAT proceedings.
5. Council formed a position on the application at the IDAC meeting of 11 March 2020, contrary to the officer recommendation, that had it been in a position to determine the application, it would have determined that the application be refused subject to the following grounds:
   (a) *The proposed height and scale of the development is excessive and not site responsive;*
   (b) *The proposed development fails to respond appropriately to the heritage interface, resulting in a loss of visual identity and principal views to the old distillery site;*
   (c) *Waste management processes are unacceptable; and*
   (d) *The proposed development fails to achieve acceptable levels of environmental sustainable design.*
6. The matter was listed for a Compulsory Conference on 26 March 2020, however this was vacated due to the COVID-19 pandemic. The matter was listed for a full merits hearing on 18 May 2020, however on 6 May 2020, VCAT advised that the hearing has been adjourned until the 26 October 2020.

7. Prior to notification of the adjournment, and in accordance with the VCAT Practice Note (PNVCAT2), Council and the permit applicant had circulated expert evidence on 5 May 2020. This included Urban Design and Heritage evidence (Council) and Urban Design, Heritage and Traffic evidence (Permit applicant). These expert statements did not raise any new issues, however the Traffic Evidence Statement prepared by Charmaine Dunstan, Traffic Engineer of Traffic Group and dated 1 May 2020, contained further traffic and safety analysis in response to the road safety concerns raised by Council's Engineering Services Unit (and subsequently referenced in the officer recommendation at Condition 24). Upon review of the Traffic Evidence, Council's Engineering Services Unit advised that it no longer considered that Condition 24 of the officer recommendation was necessary, which was:

    (i) *Prior to the endorsement of plans, a Road Safety Audit to assess and provide recommendations on the following:*

        - *How conflicts will be managed at the western end of Northumberland when parked cars are present*

Proposed Yarra Planning Scheme Amendment C285yara

8. On 6 August 2020, Council received notification that the Minister for Planning (**the Minister**) is considering preparing an amendment to the Yarra Planning Scheme (**the Scheme**) under section 20(4) of the Act to amend the Schedule to Clause 45.12 'Specific Controls Overlay' to apply SCO13 to the site and the Incorporated Document "*36-52 Wellington Street, Collingwood, Incorporated document, July 2020*", and make other associated changes. The amendment would facilitate the development generally as proposed in planning permit application PLN19/0450. A copy of the notice and the draft amendment is attached to this report (Attachment 1).

9. Before deciding on whether to prepare, adopt and approve the proposed amendment, the Department of Environment, Land, Water and Planning (**DELWP**) is seeking Council's views pursuant to section 20(5) of the Act regarding the proposed development of the site and the drafting of the proposed amendment, which has been based on the officer recommendation outlined in IDAC agenda of 11 March 2020. Council's written response was requested within 10 business days from the date of the letter, however an extension has been granted, subsequently requiring a response by 28 August 2020.

10. The purpose of this report is to formalise Council's position on the proposed Planning Scheme Amendment C285 to provide to DELWP and the Minister for consideration.

Summary

11. This supplementary report will assess the proposed Planning Scheme Amendment, noting Council's position as outlined the IDAC Minutes of the 11 March 2020, was not to support the application.

12. As Council is not the determining authority for the application, it is recommended Council advise DELWP and the Minister of its position on the proposed Planning Scheme Amendment.

Key Issues

13. In considering the proposal, Council must turn its mind to:

    (a) Planning Scheme Amendment C285yara;

Planning Scheme Amendment C285yara

14. The purpose of Amendment C285 as outlined in the Explanatory Report is to facilitate the delivery of a development that will stimulate the Victorian economy during the COVID-19 pandemic. The proposed development is expected to result in capital expenditure of $214 million with an estimated 600 construction/design jobs and 2,000 ongoing jobs upon completion.

15. The proposed Planning Scheme Amendment C285yara, would result in the following:

    (a) Amended Planning Scheme Map 6SCO to apply to the land at 36-52 Wellington Street, Collingwood;

    (b) Amendment to the Schedule to Clause 45.12 (Specific Controls Overlay), applying SCO13 to the land at 36-52 Wellington Street, Collingwood and insert the incorporated document titled "*36-52 Wellington Street, Collingwood, Incorporated document, July 2020"*; and

    (c) Amendment to the Schedule to Clause 72.04 (Documents Incorporated in this Planning Scheme) of the Scheme by inserting the Incorporated Document titled "*36-52 Wellington Street, Collingwood, Incorporated document, July 2020"*.

16. The draft Incorporated Document is based on the Officer's recommendation as included within the IDAC Agenda dated 11 March 2020, subject to modified language to suit an Incorporated Document format rather than a planning permit (e.g. reference to conditions modified to reference clauses, reference to the permit holder has been modified to reference the developer and references to the permit document have been modified to refer to the Incorporated Document).

17. Notably, the time expiry for commencement of the development within the draft Incorporated Document is proposed to be reduced from two years to one year, reflective of the intent of Amendment C285yara to stimulate the Victorian economy during the COVID-19 pandemic. However, an expiry for completion of the development or commencement of the use has not been specified. In the event that the Minister issues the proposed Amendment, it is recommended that the following expiry conditions are including within the Incorporated Document:

    (a) The development is not completed within three (3) years of the gazettal of Amendment C285yara to the Yarra Planning Scheme; and

    (b) The use has not started within four (4) years of the gazettal of Amendment C285yara to the Yarra Planning Scheme.

18. Furthermore, in light of the additional analysis contained within the Traffic Evidence Statement prepared by Charmaine Dunstan, Traffic Engineer of Traffix Group and dated 1 May 2020, the following conditions are no longer considered necessary and in the event that the Minister issues the proposed Amendment, it is recommended that these be deleted:

    (a) *Condition 1(i):*

        (i) *Changes as a result of the road safety audit if required by the responsible authority; and*

    (b) *Condition 24:*

        (i) *Prior to the endorsement of plans, a Road Safety Audit to assess and provide recommendations on the following:*

            - *How conflicts will be managed at the western end of Northumberland when parked cars are present.*

Conclusion

19. The facilitation of the development through Planning Scheme Amendment C285yara is sought to facilitate the delivery of a development that will stimulate the Victorian economy during the COVID-19 pandemic.

20. It is recommended that Council advise the Minister for Planning and DELWP that Council does not support the proposed amendment for the grounds as resolved and included in the IDAC Minutes of 11 March 2020.

RECOMMENDATION

1. That the Council resolves to:

   (a) advise the Minister for Planning that Council does not support the Proposed Planning Scheme Amendment C285yara to facilitate the development of a multi (15) storey office building, use of the land for food and drink premises and a reduction in the car parking requirements at 36-52 Wellington Street, Collingwood for the reasons as resolved and included in the IDAC Minutes of 11 March 2020; and

   (b) however, in the event that the Minister for Planning does proceed with the Amendment, that the following modifications to clause 6.1 of the draft Incorporated Document "*36-52 Wellington Street, Collingwood, Incorporated document, July 2020"*:

      (i) deletion of Condition 1(i) and subsequent renumbering of remaining conditions;

      (ii) deletion of Condition 24 and subsequent renumbering of remaining conditions; and

      (iii) amend the expire condition to include the following expires for the completion of works and the commencement of the use:

         a. the development is not completed within three (3) years of the gazettal of Amendment C285yara to the Yarra Planning Scheme; and

         b. the use has not started within four (4) years of the gazettal of Amendment C285yara to the Yarra Planning Scheme.

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

Attachments
1⇩ S20(5) Notice and Draft Amendment
2⇩ IDAC Report 11 March 2020
3⇩ IDAC Minutes 11 March 2020

Attachment 1 - S20(5) Notice and Draft Amendment

Department of Environment, Land, Water and Planning

PO Box 500, East Melbourne,
Victoria 8002 Australia
delwp.vic.gov.au

Vijaya Vaidyanath
Chief Executive Officer
Yarra City Council
vijaya.vaidyanath@yarracity.vic.gov.au
CC: mary.osman@yarracity.vic.gov.au, Manager Statutory Planning

Dear Ms Vaidyanath

36-52 WELLINGTON STREET, COLLINGWOOD – PROPOSED PLANNING SCHEME AMENDMENT C285yara

I am writing to you regarding the proposed development of 36-52 Wellington Street, Collingwood (PLN19/0450, Victorian Civil and Administrative Tribunal proceeding P2384/2019), 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 36-52 Wellington 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 Planning for facilitation.

To facilitate the proposed development, the Minister for Planning is considering preparing an amendment to the Yarra Planning Scheme under section 20(4) of the *Planning and Environment Act 1987* to amend the Schedule to Clause 45.12 'Specific Controls Overlay' to apply an Specific Controls Overlay SCO13 to the site, insert the incorporated document '36-52 Wellington Street, Collingwood, Incorporated Document July 2020' and make other associated changes to the planning scheme, to facilitate the development generally as proposed as part of Yarra planning permit application PLN19/0450. A copy of the draft amendment is enclosed.

The Incorporated Document which forms part of the amendment has been drafted based on the draft conditions outlined in your council's Internal Development Approvals Committee Agenda dated 11 March 2020 and the application information provided by the BVRT.

Before deciding whether to prepare, adopt and approve the proposed amendment, I am seeking council's views under section 20(5) of the Act about the proposed development of the site and the drafting of the proposed amendment.

Please provide your written statement to stateplanning.services@delwp.vic.gov.au within **ten business days** of the date of this letter.

Any personal information about you or a third party in your correspondence will be protected under the provisions of the *Privacy and Data Protection Act 2014*. It will only be used or disclosed to appropriate Ministerial, Statutory Authority, or departmental staff in regard to the purpose for which it was provided, unless required or authorized by law. Enquiries about access to information about you held by the Department should be directed to foi.unit@delwp.vic.gov.au or FOI Unit, Department of Environment, Land, Water and Planning, PO Box 500, East Melbourne, Victoria 8002.

VICTORIA State Government

Attachment 1 - S20(5) Notice and Draft Amendment

If you would like to discuss this matter further, please contact Matt Cohen, Director, Development Facilitation Team, Department of Environment, Land, Water and Planning on 0409 346 522 or at matthew.cohen@delwp.vic.gov.au.

Yours sincerely



Jane Homewood
Executive Director, Statutory Planning Services

06 / 08 / 2020

Encl.

Attachment 1 - S20(5) Notice and Draft Amendment

Planning and Environment Act 1987

YARRA PLANNING SCHEME

AMENDMENT C285yara

EXPLANATORY REPORT

Who is the planning authority?

This amendment has been prepared by the Minister for Planning, who is the planning authority for this amendment.

Land affected by the amendment

The amendment applies to 36-52 Wellington Street, Collingwood (as shown on the map below). The site comprises three allotments described as:

- Lot 1 on TP810148 (No. 36 Wellington Street)
- Lot 1 on TP810151 (No. 38-46 Wellington Street)
- Lot 1 on PS508232 (No. 48-52 Wellington Street).



Map 1: aerial photo showing subject land, 36-52 Wellington Street, Collingwood.

What the amendment does

The amendment applies a Specific Controls Overlay to 36-52 Wellington Street, Collingwood to facilitate the development of a multi (15) storey office building, use of the land for food and drink premises and a reduction in car parking requirements, generally as proposed by planning permit application PLN19/0450 (Yarra City Council). The amendment fast tracks the approvals process under the Building Victoria's Recovery Taskforce established to aid the economic recovery post-COVID-19.

Specifically, the amendment makes the following changes to the planning scheme:

- Amends the Schedule to Clause 45.12 Specific Controls Overlay to apply SCO13 and the Incorporated Document "36-52 Wellington Street, Collingwood" to the site to facilitate the development of the land for a multi (15) storey office building, food and drink premises and a reduction in car parking requirements, generally as proposed by planning permit application PLN19/0450 (Yarra City Council).

Attachment 1 - S20(5) Notice and Draft Amendment

- Amends the Schedule to Clause 72.04 Documents incorporated in this planning scheme to insert the Incorporated Document "36-52 Wellington Street, Collingwood, Incorporated Document, July 2020".
- Inserts Planning Scheme Map No. 6SCO to apply SCO13 to the subject land.

Strategic assessment of the amendment

Why is the amendment required?

The amendment is required to facilitate the development of the site to provide immediate benefits to Victoria's economy, keeping Victorians in work and significant building and construction projects on track for completion. The Victorian Government has identified Victoria's building and construction sector as a key mechanism to revitalise Victoria's economy during the coronavirus (COVID-19) pandemic.

How does the amendment implement the objectives of planning in Victoria?

The amendment implements the objectives of planning in Victoria under Section 4 of the *Planning and Environment Act 1987* as follows:

(a) to provide for the fair, orderly, economic and sustainable use, and development of land;
(c) to secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria;
(f) to facilitate development in accordance with the objectives set out in paragraphs (a), (b), (c), (d) and (e);
(g) to balance the present and future interests of all Victorians.

How does the amendment address any environmental, social and economic effects?

The amendment will facilitate the delivery of a development that will stimulate the Victorian economy during the COVID-19 pandemic.

The project proposes a capital expenditure of approximately $214 million with an estimated 600 construction/design jobs and 2,000 ongoing jobs on completion.

The proposed sustainability principles, priorities and benchmarks for the project have been developed based on the City of Yarra Built Environment Sustainability (BESS) assessment process and industry best practice. The proposal achieves a BESS score of 59% (higher than the Best Practice score of 50%). The development is also benchmarked against a 5 star rating under the Green Building Council of Australia's (GBCA) Green Star Design and As-Built (v1.2) rating tool, representing Australian Excellence in Sustainability. Sustainability initiatives have been proposed that will reduce ongoing operational energy, while providing a working environment with a focus on high indoor environmental quality that will attract and retain tenants.

The proposal includes landscape upgrades for a new urban plaza on Wellington Street, including a colonnade edge, paving, seating and street tree provision. These upgrades will create new shared space, reduce traffic speeds and activate the street frontages.

Given the dire economic circumstances created by the COVID-19 pandemic, stimulus of the Victorian economy is urgently required. Delays in facilitating the development would stand in the way of realising its economic and social benefits, which include investment and job creation. The use of the exemption would bring forward the investment and job creation in a circumstance where it is urgently required.

The economic and social benefits to Victorians that flow from the development, both presently and in the future, are in the interests of Victoria and achieve a net community benefit.

Does the amendment address relevant bushfire risk?

The land is not within or near a designated Bushfire Prone Area or a Bushfire Management Overlay.

Does the amendment comply with the requirements of any Minister's Direction applicable to the amendment?

DRAFT

Attachment 1 - S20(5) Notice and Draft Amendment

The amendment has been prepared in accordance with the Ministerial Direction – The Form and Content of Planning Schemes under section 7(5) of the Act.

The amendment addresses the required strategic assessment guidelines, as discussed in this report and in accordance with the Ministerial Direction No. 11 Strategic Assessment of Amendments.

The amendment complies with Ministerial Direction No. 9 Metropolitan Planning Strategy, as it facilitates the development of the site in accordance with the directions contained within *Plan Melbourne: 2017-2015*. Specifically, the amendment supports:

- Outcome 1 by attracting investment and creating jobs.
- Outcome 3 by maximising development alongside Melbourne's integrated transport system.
- Outcome 4 by facilitating a development with quality design and amenity outcomes.
- Outcome 5 by delivering a project that will contribute towards a vibrant and healthy neighbourhood.
- Outcome 6 by promoting Melbourne as a sustainable and resilient city.

How does the amendment support or implement the Planning Policy Framework and any adopted State policy?

The amendment supports and implements the following policy objectives of the of the Planning Policy Framework:

Clause 11 – Settlement

Clause 11.01 Victoria

Clause 15 Built Environment and Heritage

Clause 15.01 - Built Environment

Clause 17 Economic Development

Clause 17.01 – Employment

Clause 17.02 – Commercial

Clause 18 Transport

Clause 18.01 – Integrated Transport

The amendment provides infill development that delivers new employment floorspace while appropriately managing off-site amenity impacts. Built form response is consistent with the evolving character within the surrounding area. Appropriate setbacks from heritage places have been incorporated, including from the nearby Silos Complex. The site is located close to existing transport infrastructure.

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 policy objectives of the Municipal Strategic Statement and local Planning Policy Framework:

Clause 21.02 Municipal Profile

Clause 21.03 Vision

Clause 21.04 Land Use

Clause 21.05 Built Form

Clause 21.06 Transport

Clause 21.07 Environmental Sustainability

Clause 21.08 Neighbourhoods (Collingwood)

DRAFT

Attachment 1 - S20(5) Notice and Draft Amendment

Clause 22.05 Interface Uses Policy

Clause 22.10 Built Form and Design Policy

Clause 22.16 Stormwater Management (Water Sensitive Urban Design)

Clause 22.17 Environmentally Sustainable Development

The amendment increases commercial and employment opportunities in an existing inner metropolitan commercial area. The development responds to the emerging and preferred built form character of the local area, is located close to public transport infrastructure and incorporates landscape amenity improvements. Environmentally sustainable design features are incorporated into the built form response and operational performance of the development.

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 outcome. The specific controls in this amendment are set out in the incorporated document and allow the use and development of the relevant land for the project, in accordance with the conditions in the incorporated document.

The use of this provision is appropriate because the project will have significant economic and social benefits that are urgently required, and the incorporated document will allow the project to be delivered in a coordinated, consistent and timely manner under a single planning control.

How does the amendment address the views of any relevant agency?

The views of Yarra City Council will be considered in the preparation of this amendment following consultation under section 20(5) of the *Planning and Environment Act 1987*.

Does the amendment address relevant requirements of the Transport Integration Act 2010?

The amendment is consistent with the vision for an integrated and sustainable transport system that contributes to an inclusive, prosperous and environmentally responsible state.

Resource and administrative costs

What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?

It is anticipated that the amendment will not have a significant impact on the administrative costs or resources of the responsible authority.

Where you may inspect this amendment

The amendment can be inspected free of charge at the City of Yarra website at www.yarracity.vic.gov.au

The amendment can also be inspected free of charge at the Department of Environment, Land, Water and Planning website at www.planning.vic.gov.au/public-inspection.

DRAFT

Attachment 1 - S20(5) Notice and Draft Amendment

ATTACHMENT 1 - Mapping reference table

Location	Land /Area Affected	Mapping Reference
Collingwood	36-52 Wellington Street, Collingwood	Yarra C285 001scoMap6

DRAFT

Attachment 1 - S20(5) Notice and Draft Amendment

Planning and Environment Act 1987

YARRA PLANNING SCHEME

AMENDMENT C285yara

INSTRUCTION SHEET

The planning authority for this amendment is the Minister for Planning.

The Yarra Planning Scheme is amended as follows:

Planning Scheme Maps

The Planning Scheme Maps are amended by a total of one attached map sheet.

Overlay Maps

1. Insert new Planning Scheme Map No. 6SCO in the manner shown on the attached map marked "Yarra Planning Scheme, Amendment C285yara".

Planning Scheme Ordinance

The Planning Scheme Ordinance is amended as follows:

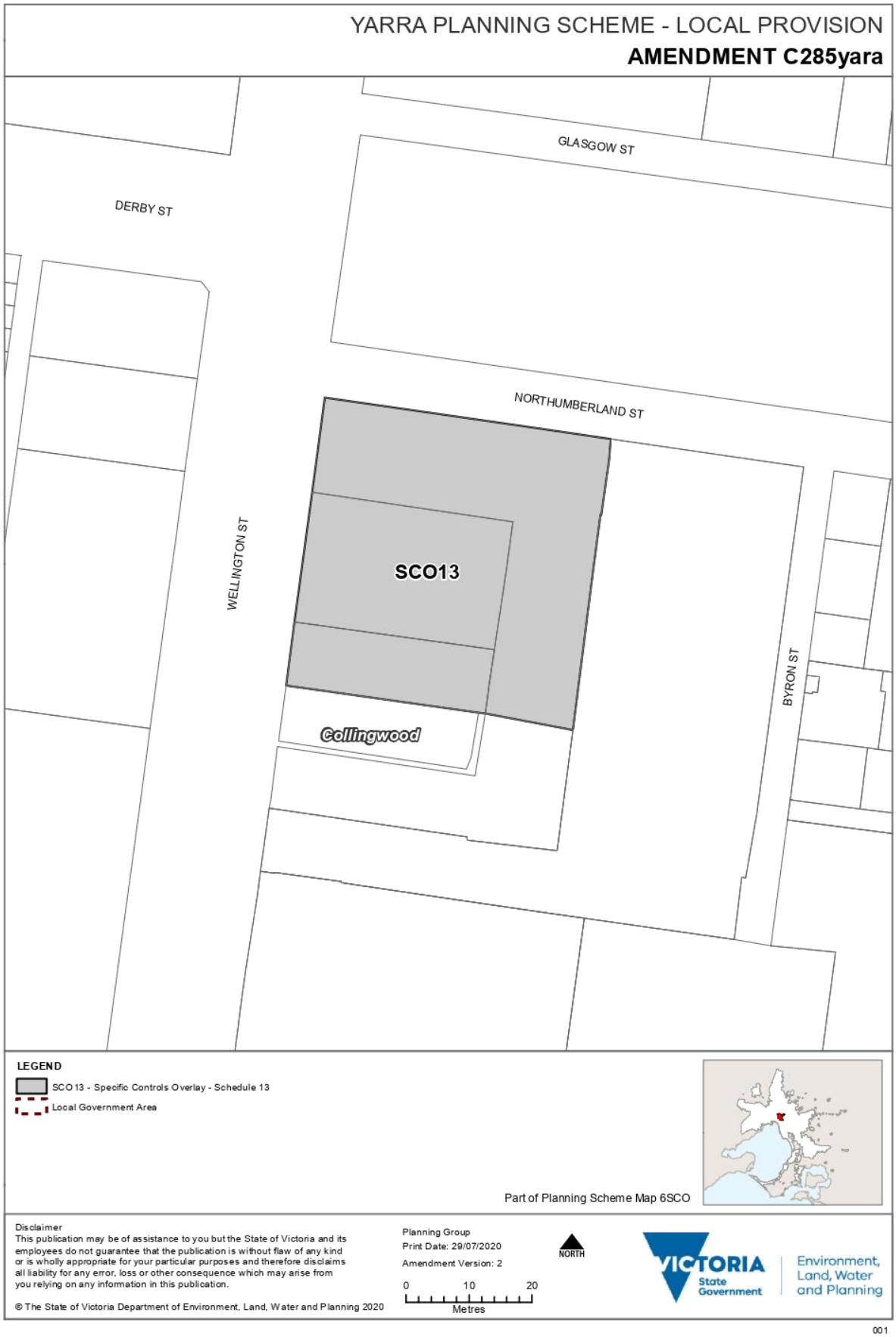
2. In **Overlays** – Clause 45.12, replace the Schedule with a new Schedule in the form of the attached document.

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 1 - S20(5) Notice and Draft Amendment



Attachment 1 - S20(5) Notice and Draft Amendment

YARRA PLANNING SCHEME

18/04/2019
C225

SCHEDULE TO CLAUSE 45.12 SPECIFIC CONTROLS OVERLAY

1.0 Specific controls

~~20/04/2020~~ -/-/----
~~C265yara~~Proposed C285yara

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	36-52 Wellington Street, Collingwood - Incorporated Document, July 2020'

Attachment 1 - S20(5) Notice and Draft Amendment

YARRA PLANNING SCHEME

18/04/2019
C225

SCHEDULE TO CLAUSE 72.04 DOCUMENTS INCORPORATED IN THIS PLANNING SCHEME

1.0 Incorporated documents

~~18/06/2020~~ -/-/---- ~~C220yara~~Proposed C285yara

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
36-52 Wellington Street, Collingwood - Incorporated Document, July 2020'	C285yara
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

Attachment 1 - S20(5) Notice and Draft Amendment

YARRA PLANNING SCHEME

Name of document	Introduced by:
Victoria Gardens Urban Design Guidelines	NPS1
Victorian Institute of Forensic Psychiatry Concept Plan (January 1997)	NPS1
Yarra Gardens Precinct Plan, December 2009	C128

Attachment 1 - S20(5) Notice and Draft Amendment

YARRA PLANNING SCHEME

INCORPORATED DOCUMENT

36-52 Wellington Street, Collingwood

July 2020

DRAFT

This document is an incorporated document in the Yarra Planning Scheme under section 6(2)(j) of the *Planning and Environment Act 1987*

Attachment 1 - S20(5) Notice and Draft Amendment

1.0 INTRODUCTION

This document is an incorporated document in the Yarra Planning Scheme (the planning scheme), under section 6(2)(j) of the *Planning and Environment Act 1987*.

This incorporated document facilitates the development of a multi (15) storey office building, use of the land for food and drink premises and a reduction in car parking requirements at 36-52 Wellington Street, Collingwood (the project).

The control in this document prevails over any contrary or inconsistent provision in the planning scheme.

2.0 PURPOSE

The purpose of this incorporated document is to permit and facilitate the use and development of the land described in Clause 3.0 of this document for the purposes of the project generally in accordance with the Incorporated Plans approved under Clause 6.0 of this incorporated document..

3.0 LAND

This document applies to land at 36-52 Wellington Street, Collingwood that is affected by the Specific Controls Overlay (SCO13) as shown on Planning Scheme Map 6SCO in the planning scheme and identified in Figure 1 below.



4.0 EXEMPTION FROM PLANNING SCHEME REQUIREMENTS

Despite any provision to the contrary or any inconsistent provision in the planning scheme, no planning permit is required for, and no planning provision in the planning scheme operates to prohibit, restrict or regulate the use and development of land for the purposes of the project permitted by this document, with the exception of the provisions of Clause 52.05 Signs which continue to apply..

5.0 THIS DOCUMENT ALLOWS

The Incorporated Document allows for the development of a multi (15) storey office building, use of the land for food and drink premises and a reduction in car parking requirements, generally in accordance with the following plans and reports but modified to include changes, or be authored, as required under Clause 6.0 of this Incorporated Document:

- TP0-100 – TP9-101 dated 31 January 2020, prepared by Jackson Clements Burrows Architects
- Green Travel Plan, AECOM, 27 August 2019
- Acoustic Report, AECOM, 28 June 2019
- Landscape Town Planning Report, Openwork, 10 September 2019
- Sustainable Management Plan, AECOM, 28 June 2019
- Pedestrian Wind Environment Statement, Windtech, 21 August 2019
- Traffic Impact Assessment, AECOM, 27 August 2019
- Waste Management Plan, AECOM, 15 August 2019

and including any amendment of the plans that may be approved from time to time under the requirements of this document. Once approved, these plans will be the Incorporated Plans.

6.0 THE FOLLOWING REQUIREMENTS APPLY TO THIS DOCUMENT:

6.1. Amended plans

1. Before the development commences, amended plans to the satisfaction of the responsible authority must be submitted to and approved by the responsible authority. When approved, the plans will be endorsed and will then form part of this Incorporated Document. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be generally in accordance with, TP0-100 – TP9-101 dated 31 January 2020, prepared by Jackson Clements Burrows Architects, but modified to show:

   (a) The height of the western portion of the building reduced by increasing the setback of Level 12 by 11m from the western boundary (i.e. to match Level 13), with subsequent relocation of the Level 13 terrace to Level 12;

   (b) Café relabelled as 'Food and Drink (café) Tenancy 1' and the food and drink premises relabelled as 'Food and Drink Tenancy 2'.

   (c) Size of the rainwater tank to be annotated;

   (d) Timber frame construction to be referenced on the section drawings;

   (e) A pedestrian sightline triangle (2m x 2.5m) to be superimposed on the drawings at the exit point from the site;

   (f) Columns that are non-compliant with Diagram 1 of clause 52.06-9 repositioned or redesigned to not encroach upon the parking space;

   (g) 1:8 transition grades at the base of vehicle ramps to be a minimum of 2.5m in length;

   (h) Revised vehicle crossover cross-sectional drawing in accordance with the City of Yarra Vehicle Crossings Information Sheet demonstrating that a 99th percentile vehicle profile can traverse the crossover;

   (i) Changes as a result of the road safety audit if required by the responsible authority;

   (j) Minimum 1.5m wide footpath area clear of any obstructions (e.g. street furniture, bicycle parking areas, street tree pits etc.) identified along Northumberland Street;

   (k) Minimum 3.5m clearance in radius is provided from the existing street trees along Wellington Street;

   (l) Roof top services screen modified from white to be a light grey colour finish; (m) Additional staff bicycle spaces to achieve BESS best practice (i.e. total of 186);

   (n) Any requirement of the endorsed Façade Strategy and materials and Finishes plan, where relevant to show on the plans in accordance with clause 4;

   (o) Any requirement of the endorsed Sustainable Management Plan, where relevant to shown on plans in accordance with Clause 9;

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(p) Any requirement of the endorsed Waste Management Plan, where relevant to show on plans in accordance with Clause 12;

(q) Any requirement of the endorsed Acoustic Report, where relevant to show on plans in accordance with Clause 15;

(r) Any requirement of the endorsed Wind Report, where relevant to show on plans in accordance with Clause 19; and

(s) Any requirement of the endorsed Landscape Plan, where relevant to shown on plans in accordance with Clause 17.

2. The use and development as shown on the Incorporated Plans must not be altered without the prior written consent of the responsible authority.

3. As part of the ongoing consultant team, Jackson Clements Burrows 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 Incorporated Plans or otherwise to the satisfaction of the responsible authority.

Façade Strategy

4. In conjunction with the submission of development plans under Clause 1, a Façade Strategy and Materials and Finishes Plan to the satisfaction of the Responsible Authority must be submitted to and be approved by the Responsible Authority.

   When approved, the Façade Strategy and Materials and Finishes Plan will be endorsed and will then form part of this Incorporated Document. This must detail:

   (a) elevation drawings at a scale of 1:20 illustrating typical podium details, entries and doors, and utilities and typical tower facade details including;

      (i) the use of actual bricks (i.e. not snaplock) within the podium

      (ii) timber frame construction.

   (b) section drawings to demonstrate façade systems, including fixing details and joints between materials or changes in form;

   (c) information about how the façade will be maintained; and

   (d) a sample board and coloured drawings outlining colours, materials and finishes.

Food and drink premises use

5. Except with the prior written consent of the responsible authority, the food and drink premises (incl. café) may only operate between the hours of 7.00 am and 6.00 pm, seven days per week.

6. No more than 20 patrons are permitted within the Food and Drink (café) Tenancy 1 at any one time.

7. No more than 130 patrons are permitted within Food and Drink Tenancy 2 at any one time.

8. The provision of music and entertainment within the food and drink premises (incl. café) must be at a background noise level.

Sustainable Management Plan

9. Before the development starts, 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 the

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Incorporated Plans. The amended Sustainable Management Plan must be generally in accordance with the Sustainable Management Plan prepared by AECOM prepared on 28 June 2019, but modified to include or show:

(a) A more comprehensive shading strategy

(b) Daylight modelling for a typical floor

(c) U-Value, Solar Heat Gain Coefficient and Visible Light Transmission of the glazing solution proposed

(d) Preliminary energy modelling report

(e) Supporting details for Thermal Performance based on façade properties

(f) Supporting data for Greenhouse Gas reduction credits

(g) Solar photovoltaic system capacity

(h) Landscaping shown on terraces to be included in BESS scope

(i) A statement addressing how the building design has mitigated urban heat island impacts.

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, or by such later date as approved in writing by the Responsible Authority, a report from the author of the Sustainability Management Plan, approved under this Incorporated 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 endorsed Sustainability Management Plan pursuant to Clause 9 have been implemented, including a 5-star Green Star rating.

Waste Management Plan

12. Before the development commences, an amended Waste Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Waste Management Plan will be endorsed and will form part of the Incorporated Plans. The amended Waste Management Plan must be generally in accordance with the Waste Management Plan prepared by AECOM, dated 15 August 2019, but modified to include (or show/address):

    (a) Reduce the number of waste collections required;

    (b) Detail on managing hard waste;

    (c) An explanation on how risk associated with the waste management and collection process will be managed.

    (d) A clause that would require the review of the waste management plan if the operational requirements are to change.

13. The provisions, recommendations and requirements of the endorsed Waste Management Plan must be implemented and complied with to the satisfaction of the responsible authority.

14. The collection of waste from the site must be by private collection, unless with the prior written consent of the responsible authority.

Acoustic report

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15. Before the development commences, an amended Acoustic Report to the satisfaction of the Responsible Authority must be submitted to and approved by the responsible authority. When approved, the amended Acoustic Report will be endorsed and will form part of the Incorporated Plans. The amended Acoustic Report must be generally in accordance with the Acoustic Report prepared by AECOM, dated 28 June 2019, but modified to include (or show, or address):

    (a) The exact locations of all sensitive receiver locations clearly indicated in the report;

    (b) SEPP N-1 noise limits determined from all receivers potentially affected by noise from the development;

    (c) an assessment of noise from all mechanical plant and equipment to be conducted during the detailed design phase of the project, to ensure that SEPP N-1 noise limits are not exceeded.

16. The provisions, recommendations and requirements of the endorsed Acoustic Report must be implemented and complied with to the satisfaction of the responsible authority.

Landscape Plan

17. Before the development commences, a Landscape Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Landscape Plan will be endorsed and will form part of the Incorporated Plans.

    The Landscape Plan must be generally in accordance with the Landscape Town Planning Report prepared by Openwork, dated 10 September 2019, but modified to include (or show):

    (a) planting within the title boundaries;

    (b) the planter boxes extended along the southern side of the Level 4 terrace;

    (c) detailed planting plan showing the type, location, quantity, height at maturity and botanical names of all proposed plants;

    (d) confirm plants are not on the DELWP Advisory List of Environmental Weeds in Victoria;

    (e) detail of supporting structures for any vertical and cascading plants (if proposed);

    (f) provide a specification of works to be undertaken prior to planting;

    (g) detail plant/planting maintenance schedules and requirements to the satisfaction of the responsible authority.

18. Before the development 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.

Wind Assessment Report

19. Before the development starts, a Wind Assessment Report to the satisfaction of the responsible authority must be submitted to, and approved by, the responsible authority. When approved, the Wind Assessment Report will be endorsed and will form part of the Incorporated Plans. The Wind Assessment must address (include/show):

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(a) Wind tunnel testing to verify the assumptions within Pedestrian Wind Environment Statement, Windtech, 21 August 2019;

(b) Achieve recommended criteria without the reliance on vegetation

20. The provisions, recommendations and requirements of the endorsed Wind Assessment Report must be implemented and complied with to the satisfaction of the responsible authority.

Public Realm works

21. Before the development starts, an amended Public Realm Plan to the satisfaction of the responsible authority must be submitted to, and approved by, the responsible authority. When approved, the Public Realm Plan will be endorsed and will then form part of the Incorporated Plans. The public realm works must be generally in accordance with the Landscape Town Planning Report prepared by Openwork, dated 10 September 2019, but modified to show:

(a) Clear distinction between existing and proposed street trees.

(b) Street tree planting along Northumberland Street to have regard to:

(i) any underground services

(ii) shading from the development to the north

(iii) soil volumes

(iv) root impact on surface treatments.

(c) Minimum 1.5m wide footpath area adjacent Northumberland Street that is clear of any obstructions (e.g. street furniture, bicycle parking areas, street trees pits etc).

(d) On-street parking bays and line marking that are impacted by the proposal.

(e) Existing and proposed power/light poles.

(f) Spot levels, falls/grading along the footpath interfaces.

(g) Indication of surface drainage type, locations and materiality

(h) Clarify whether tactile indicators and/or handrails are required and demonstrate that these will not obstruct any desired pedestrian line of travel.

(i) Replace brick pavers within in the public realm (incl. road) with an alternative material in accordance with the City of Yarra's Public Domain Manual and smooth for cyclists.

(j) Delineation of the title boundaries (e.g. non slip/trip metal banding).

(k) Delete the planter box seat next to the vehicle entrance.

(l) Provision for 5 bicycle hoops and a bench seat along Wellington Street in accordance with the City of Yarra's Public Domain Manual.

(m) Bicycle hoops along Northumberland Street and Wellington Street to be angled to maximise the pedestrian accessway width.

(n) Heritage interpretation programme to include signage near the corner of Northumberland and Wellington Streets that provides a brief illustrated history of the old Victoria Distillery.

(o) The raised concrete barrier for the 'Copenhagen bicycle lane' extended across the reinstated vehicle crossing and any subsequent lane marking/painting.

22. The public realm works shown on the endorsed Public Realm Plan must be carried out and completed before the development is occupied or by such later date as approved in writing by the responsible authority, at the permit holder's cost and to the satisfaction of the responsible authority.

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23. Prior commencement of the development authorised by this Incorporated Document, or at a later date if agreed in writing by the responsible authority, the owner (or another person in anticipation of becoming the owner) must enter into an agreement with the Responsible Authority under Section 173 of the *Planning and Environment Act 1987*, which provides for the following:

    (a) Minimum 1.5m wide footpath area adjacent to Northumberland Street as shown on the Incorporated Plans pursuant to clause 1 of this Incorporated Document must remain unobstructed and maintained by the owner in good order, at no cost to the council, to the satisfaction of the responsible authority. The owner, or other person in anticipation of becoming the owner, must meet all the expenses of the preparation and registration of the agreement, including the responsible authority's costs and expenses (including legal expenses) incidental to the preparation, registration and enforcement of the agreement.

Road Infrastructure

24. Prior to the endorsement of plans, a Road Safety Audit must be provided to assess and provide recommendations on the following:

    (a) How conflicts will be managed at the western end of Northumberland Street when parked cars are present.

25. Before the development is occupied, or by such later date as approved in writing by the responsible authority, any new vehicle crossing must be constructed:

    (a) in accordance with any requirements or conditions imposed by the council;

    (b) at the permit holder's cost;

    (c) to the satisfaction of the responsible authority.

26. Before the building is occupied, or by such later date as approved in writing by the responsible authority, any redundant vehicular crossings 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.

27. Before the development is occupied, or by such later date as approved in writing by the responsible authority, any damage to council infrastructure resulting from the development reinstated:

    (a) at the permit holder's cost; and

    (b) to the satisfaction of the responsible authority.

28. All road pavement reinstatements must be consolidated as single full-width areas of reinstatement to reduce further construction joints in the pavement.

Car parking

29. Before the development is occupied, or by such later date as approved in writing by the responsible authority, the area set aside on the Incorporated Plans for the car parking spaces, access lanes, driveways and associated works must be:

    (a) constructed and available for use in accordance with the Incorporated Plans;

    (b) formed to such levels and drained so that they can be used in accordance with the endorsed plans;

    (c) line-marked or provided with some adequate means of showing the car parking spaces to the satisfaction of the responsible authority.

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Attachment 1 - S20(5) Notice and Draft Amendment

Green Travel Plan

30. Before the development is occupied, an amended Green Travel Plan to the satisfaction of the responsible authority must be submitted to, and approved by, the responsible authority. When approved, the amended Green Travel Plan will be endorsed and will form part of the Incorporated Plans. The amended Green Travel Plan must be generally in accordance with the Green Travel Plan prepared by AECOM, dated 27 August 2019, but must include the following:

    (a) Types of lockers within the change-room facilities, with at least 50% of lockers providing hanging storage space;

    (b) Security arrangements to access the employee bicycle storage space; and

    (c) Signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3.

31. The provisions, recommendations and requirements of the endorsed Green Travel Plan must be implemented and complied with to the satisfaction of the responsible authority.

Lighting

32. Before the development 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

33. Finished floor levels shown on the Incorporated Plans must not be altered or modified without the prior written consent of the responsible authority.

34. The amenity of the area must not be detrimentally affected by the construction and use, including through:

    (a) the transport of materials, goods or commodities to or from land;

    (b) the appearance of any buildings, works or materials;

    (c) the emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, wastewater, waste products, grit or oil; or

    (d) the presence of vermin to the satisfaction of the responsible authority.

35. Before the development 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.

36. All buildings and works must be maintained in good order and appearance to the satisfaction of the responsible authority.

37. All pipes, fixtures and fittings servicing any building on the land must be concealed in service ducts or otherwise hidden from view to the satisfaction of the responsible authority.

38. 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 7.00 am or after 6.00 pm;

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(b) Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday) before 9.00am or after 3.00pm; or

(c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.

Tree Management Plan

39. Before the development commences, a Tree Management Plan to the satisfaction of the Responsible Authority must be prepared by a suitably qualified Arborist and must be submitted to and approved by the Responsible Authority. When approved the Tree Management Plan will be endorsed and will form part of the Incorporated Plans. The Tree Management Plan must make recommendations for:

(a) the protection of the street trees adjacent to the Wellington Street frontage;

(i) pre-construction;

(ii) during construction; and

(iii) post construction

(b) the provision of any barriers;

(c) any pruning necessary; and

(d) watering and maintenance regimes, to the satisfaction of the Responsible Authority.

40. The provisions, recommendations and requirements of the endorsed Tree Management Plan must be complied with and implemented to the satisfaction of the Responsible Authority.

Construction Management

41. Before the development starts, 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. The plan must provide for:

(a) a pre-conditions survey (dilapidation report) of the land and all adjacent Council road 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;

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(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

(vi) any site-specific requirements.

During the construction:

(q) any stormwater discharged into the stormwater drainage system must be in compliance with Environment Protection Authority guidelines;

(r) 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; (s) vehicle borne material must not accumulate on the roads abutting the land;

(t) the cleaning of machinery and equipment must take place on the land and not on adjacent footpaths or roads; and

(u) all litter (including items such as cement bags, food packaging and plastic strapping) must be disposed of responsibly.

Time expiry

42. Notwithstanding other provisions of these requirements, the development permitted by this Incorporated Document will expire if one of the following circumstances applies:

- The development is not started within one year of the date of the gazettal of Amendment C285yara to the Yarra Planning Scheme.

The Responsible Authority may extend the periods referred to if a request is made in writing before these controls expire or within 6 months afterwards.

Notes:

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Attachment 1 - S20(5) Notice and Draft Amendment

A building permit maybe required before development is commenced. Please contact the 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 the council's Construction Management Branch on 9205 5555 for further information.

Provision must be made for drainage of the site to a legal point of discharge. Please contact the 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 the council property will be accepted. All future employees within the development approved under this Incorporated Document will not be permitted to obtain employee or visitor parking permits.

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1.6	**PLN19/0450 - 36-52 Wellington Street, Collingwood - Construction of a multi-storey office building, use of the land for food and drink premises and a reduction in the car parking requirement.**

Executive Summary

Purpose

1. This report provides an assessment of the application PLN19/0450 at 36-52 Wellington Street, Collingwood, which proposes the construction of a multi-storey office building, use of the land for food and drink premises and a reduction in car parking
2. The purpose of this report is to form Council's position on the application prior to the compulsory conference at the Victorian Civil Administrative Tribunal (VCAT) scheduled for 26 March 2020 (see VCAT proceedings below).

Key Planning Considerations

3. Key planning considerations include:
   (a) Land use (Clauses 11.02, 17.01, 17.02, 21.04 and 34.02 of the Yarra Planning Scheme).
   (b) Built form and design (Clauses 15.01, 21.05, 22.05, 22.10, 34.02 and 43.01 (Schedules 2 and 11) of the Yarra Planning Scheme).
   (c) Off-site amenity impacts (Clauses 15.01, 22.05 and 22.10 of the Yarra Planning Scheme).
   (d) Car and bicycle parking (Clauses 18.01, 18.02, 21.06, 52.06 and 52.34 of the Yarra Planning Scheme).

Key Issues

4. The key issues for Council in considering the proposal relate to:
   (a) policy and strategic support;
   (b) use;
   (c) built form and design;
   (d) public realm;
   (e) sustainable design;
   (f) offsite amenity impacts
   (g) car parking / traffic;
   (h) bicycle facilities; and
   (i) Objector concerns.

Submissions Received

5. Eleven (11) objections were received to the application, these can be summarised as:
   (a) design (height, scale, bulk, character);
   (b) heritage;
   (c) amenity (overlooking, overshadowing, loss of light);
   (d) traffic and car parking;
   (e) Wind impacts;

Attachment 2 - IDAC Report 11 March 2020

(f) lack of office demand;

(g) construction impacts;

(h) loss of views; and

(i) impact on property values

6. Four (4) statement of grounds have been submitted.

VCAT Proceedings

7. On 10 January 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).

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 recommendation:

(a) The western portion of the building reduced by a further storey.

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

Attachment 2 - IDAC Report 11 March 2020

PLN19/0450 - 36-52 Wellington Street, Collingwood - Construction of a multi-storey office building, use of the land for food and drink premises and a reduction in the car parking requirement.

Reference: D20/25752
Authoriser:

Help

Ward:	Langridge Ward
Proposal:	Construction of a multi-storey office building, use of the land for food and drink premises and a reduction in car parking
Existing use:	Commercial/warehouse
Applicant:	Hines 36 Wellington Property Pty Ltd
Zoning / Overlays:	Commercial 2 Zone/Design and Development Overlay Schedules 2 and 11
Date of Application:	10 July 2019
Application Number:	PLN19/0450

Planning History

1. Council's Records contain a number of previous planning permits associated with the commercial/warehouse uses and associated buildings and works. The planning history does have any bearing on the assessment of the current application.

Background

VCAT Proceedings

2. On 10 January 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).
3. The closing date for objectors and referral authorities to lodge a statement of grounds with VCAT was 14 February 2020. Four (4) Statement of Grounds have been received.
4. On 24 February 2020, the applicant circulated substituted plans that it intends to rely upon at VCAT. The changes are in response to advice from Council's external urban design consultant. The key changes to these plans included:
   (a) Reduction in the overall maximum building height by 2.05m
   (b) Reduction in the height of the western portion of the building by two-storeys
   (c) Podium height increased by 1 storey
   (d) Introduction of a lightcourt at the south-east corner of the podium (Levels 1-4)
   (e) Glazing along the southern boundary wall of the podium removed and brick pattern added for articulation.
   (f) Setback cantilevered elements at the north-west corner of the building by 1.15m to 2.4m.
   (g) Change of material to the rooftop services screen (from terracotta to white)
   (h) Modification to the architectural treatment as illustrated in the images below

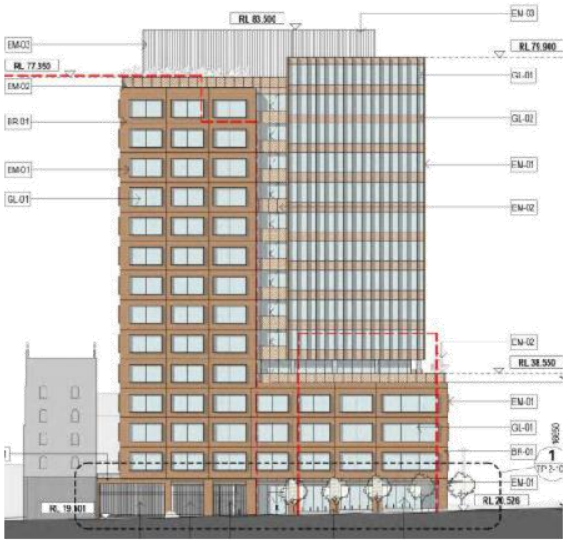


Figure 1: Northern elevation (Advertised)

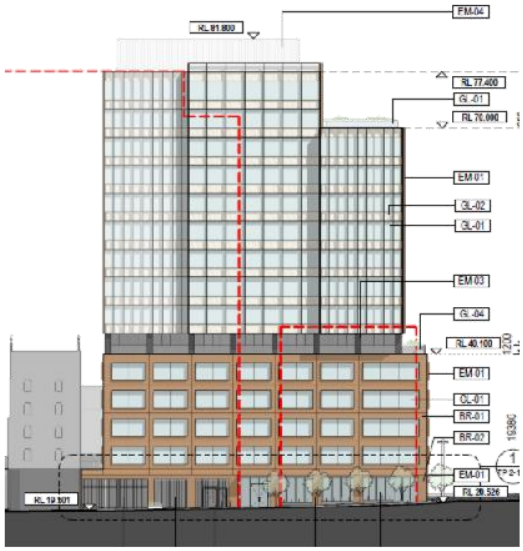


Figure 2: Northern elevation (VCAT Amendment)

5. Notice of the substituted plans has been provided to all parties of the appeal, previous objectors and those original notified by Council of the planning application.
6. A further opportunity for parties to join the VCAT proceedings is created as a result of the circulation of amended plans. The closing day for any additional Statement of Grounds associated with the amended plans is 19 March 2020.
7. A compulsory conference is scheduled on 26 March 2020.
8. If consent cannot be reached between the parties, the matter will proceed to a full hearing over three days, commencing 18 March 2020.

The Proposal

9. The application seeks to construct a multi-storey office building, use of the land for food and drink premises and a reduction in car parking. The following is a summary of the application based on the amended plans prepared by Jackson Clements Burrows Architects dated 31 January 2020 substituted as part of the VCAT proceedings:

Use

10. The proposed development will include office (as of right) and two food and drink premises. The food and drink premises will operate between 7am and 6pm, 7 days with a maximum of 150 patrons – 20 patrons for the 70sqm café and 130 patrons for the 511sqm food and drink premises.

Buildings and works

Basement

11. Two levels of basement parking is proposed, with a 1.82m setback from Wellington Street, 0.93m – 1.1m setback from the southern boundary and a 0.4m to 1m setback from the eastern boundary.

12. The two levels of basement provide a total of 81 conventional car spaces, including 5 electric vehicle spaces, a delivery bay and two accessible car spaces. Six motorcycle parking spaces are also provided.

13. Various building services are shown including a substation, switch room, fire pump room, water meters and an exhaust fan room.

Ground level

14. The ground level is to be partly set back from Wellington Street by 3.35m (at the northern end) and partly built to the boundary (at the southern end). Along Northumberland Street, a 3.33m setback is provided at the eastern end, with the western end increasing 6.31m beyond a colonnade, which is set back 3.33m. The eastern wall is built to the boundary at the northern end, tapering away at the southern end as a consequence of a slightly irregular boundary alignment. Similarly, the eastern end of the southern wall is also marginally set back from the boundary.

15. The northern setback is to contain outdoor benches and visitor bicycle parking accommodating 28 bicycles.

16. The ground level comprises a food and drink premises (511sqm) and a café (70sqm) both facing Wellington Street.

17. An office lobby is provided along Northumberland Street, which connects to a lift core comprising 7 lifts including a dedicated goods lift.

18. Vehicle access to the basement ramp is via Northumberland Street at the eastern end, with an 8.55m wide opening to the street.

19. Bicycle parking and end of trip facilities are located within the south-eastern portion of the ground floor accommodating 180 bicycle spaces in two secure rooms, 1 DDA change room, 10 male and 10 female shower/changing facilities with 330 lockers. Direct corridor access to the bicycle facilities is provided via Northumberland Street.

20. A bin store room is located adjacent to the vehicle access ramp.

21. Ground level building services provided including a fire booster cabinet, fire control room and a gas cabinet.

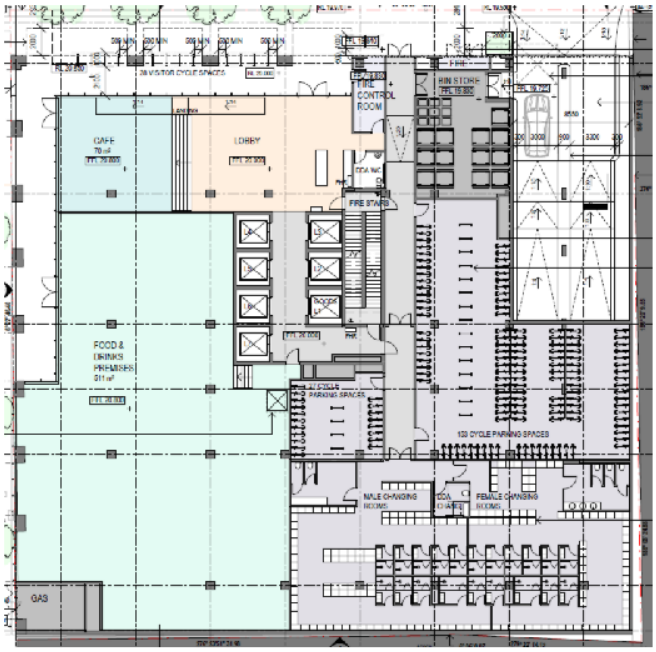


Figure 3: Ground level plan

Mezzanine

22. A mezzanine level is provided housing additional building services, including a rainwater tank.

Levels 1-4

23. These levels are built to the western boundary, set back 3.32m-3.34m from the northern boundary, 3.21m-3.63m from the eastern boundary and partly set back 3m from the southern boundary (at the eastern end) and built to the boundary for the remainder.

24. These levels contain a single office tenancy, with a central core and toilet facilities.

Level 5

25. This level matches the northern and eastern setback of the levels below. The western wall is set back 3.33m from the western boundary and 3m-3.35m from the southern boundary, with a terrace provided within the western setback and part of the southern setback.

26. This level contains a single office tenancy with a central core and toilet facilities.

Level 6-7

27. This level provides a 2.86m-3.27m setback from the western boundary, a staggered setback from the northern boundary of 1.16m, 2.39m and 3.44m from west to east, a 3.14m to 3.75m setback from the eastern boundary and a 3.71m setback from the southern boundary.

28. These levels contain a single office tenancy with a central core and toilet facilities.

Level 8

29. The building setbacks of Level 8 match the levels below. The only difference from levels 6 and 7 is the western lift core does not extend to this level, with core rises below.

Level 9-12

30. The setbacks match levels 6-8 below. There is a slight increase in the leasable floor area with the absence of the western lift core (or riser) on these levels.

31. These levels contain a single office tenancy.

Level 13

32. The setback from the western boundary is increased by 11m from the levels below, with this area accommodating an external terrace with perimeter planting. All other setbacks are unchanged.

Level 14

33. The setbacks match Level 13, excluding the terrace within the western setback.

Rooftop plan

34. A roof top services enclosure is proposed centrally within the roof top area, with a 5m high screen. This is set back 2.4m from the western roof edge, between 3.2m and 4m from the northern edge, 1.5m from the eastern edge and 3.2m from the southern edge.

35. A PV array is proposed above the services enclosure, which will be concealed by the 5m high screen. This screen is also proposed to conceal the roof overrun.

Elevations/materials

36. A podium/tower form is proposed with the podium at RL40.1 (max 20.51m above NGL)

37. The overall height of the building is RL 78.55 (max. 59.05m above NGL) to the uppermost parapet level, and RL81.8m (max. 62.29m above NGL) to the top of the roof top services screen.

38. The podium is composed of brick with metal shrouding to window openings.

39. The upper levels are predominated glazed with aluminium fins in a terracotta powder coat finish.

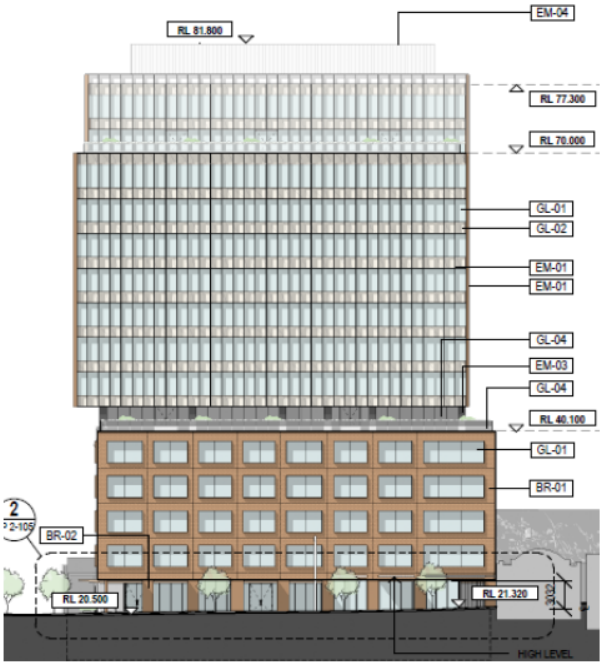


Figure 4: Western elevation (Wellington Street)

Public realm works

40. Streetscape improvement works are proposed along both street frontages including:

(a) Setting back the ground floor along Northumberland Street to provide a more generous footpath

(b) Street tree planting

(c) Public seating

(d) 28 visitor bicycle spaces proposed.

ESD initiatives

41. Timber frame (rather than concrete) construction to the upper levels (Levels 5-14)
42. 5 star Green Star Design and As-Built Rating tool
43. 33kL rainwater tank
44. PV solar array to the roof top services

Existing Conditions

Subject Site

45. The subject site is located on the south-east corner of Wellington and Northumberland Streets in Collingwood. The site comprises three allotments formally described as:

(a) Lot 1 on TP810148 (No. 36 Wellington Parade)

(b) Lot 1 on TP810151 (No. 38-46 Wellington Parade)

(c) Lot 1 on PS508232 (No. 48-52 Wellington Parade)

46. There are no covenants or agreements registered on the titles provided, however there is a party wall easement that extends along the western half of the southern boundary associated with the southmost lot (No. 36 Wellington Street).
47. The overall site is rectangular in shape with a 46.4m frontage to Wellington Street and a 45.87m frontage to Northumberland Street. The total site area is approximately 2,140sqm.



Figure 5: Feature and Level Survey

48. The site presently supports two single storey buildings and a double storey building all facing Wellington Street and of masonry construction. The buildings are built to all boundaries, with 100% site coverage.



Figure 6: Subject site as viewed from Wellington Street

49. Vehicle access from Wellington Street is provided to No. 38-46 Wellington Parade and No. 48-52 Wellington Parade. A second vehicle access point is provided from Northumberland Street toward the eastern end.

Surrounding Land

50. The site is within an area undergoing significant transformation. Historically, the area had a character of low scale warehouse and industrial uses, with pockets of larger built form, such as the Northumberland Silos to the east.

51. There have been a significant number of recent planning approvals for larger developments within the immediate surrounding area as mapped in the applicant's site context report (image below).



Figure 7: Surrounding development map prepared by JCB Architects

52. The immediate interfaces are described below:

North

(a) Northumberland Street is a narrow two-way street, with parallel parking along the northern side. There is a narrow footpath along the site frontage of approximately 1.5m in width.

(b) On the northern side of Northumberland Street is No. 2-16 Northumberland Street. This site is current under construction with a part 5 storey, part 13 storey office building with a café at ground floor as approved under Planning Permit PLN16/0435. The 5 storey building is proposed at the corner of Northumberland and Wellington Streets. An L-shaped internal laneway is also proposed extending from Wellington Street to Northumberland Street.

(c) Planning Permit PLN16/0435 was issued at the direction of VCAT. While Council officers recommended support, the Internal Development Approvals Committee determined to include a condition requiring the deletion of 3 levels (i.e. reduction to 10 storeys). VCAT however supported the proposal at the full height. Further discussion regarding this decision is provided within assessment section of this report.



Figure 7: photo montage of 2-16 Northumberland Street



Figure 8: photo montage of 2-16 Northumberland Street

(d) Public realm works are proposed as part of PLN16/0435 along Northumberland Street which allow for street tree planting and additional kerbside parallel car parking as illustrated in the image below.

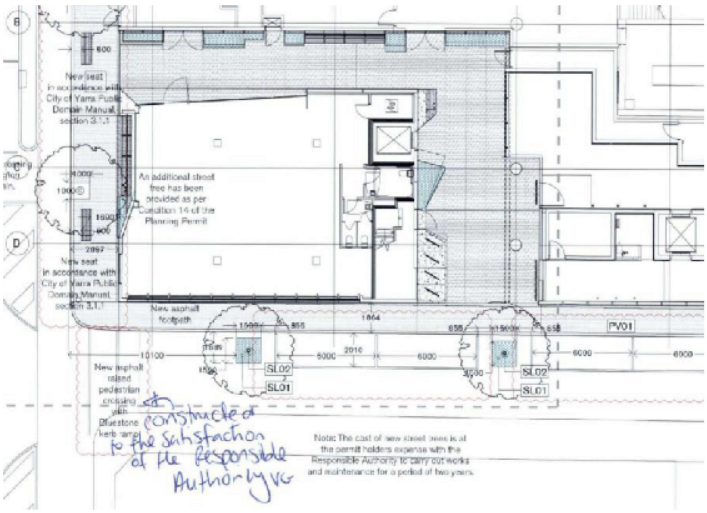


Figure 9: Excerpt from Public Realm plans under PLN16/0435

East

(e) The former Victoria Old Distillery is located immediately to the east of the site, which is covered by a site-specific Heritage Overlay (HO116). The distillery is composed of a 5 storey brick building circa 1862. The building is constructed to the common boundary and set back 3.25m from Northumberland Street. A single storey substation in situated within the front setback. Recessed arched window openings are provided to the north, east and west elevations of the building.

(f) Further to the east of the distillery building are the former silos. In 1996/1997, these were converted into an 11 storey office building, with caretaker's residences under Planning Permits 95/105 and 97/828.

South

(g) Immediately south at No. 32-34 Wellington Street is a single storey office building built to the north and west boundaries. There appears to be a courtyard adjacent to the northern boundary. A further area of open space is located in the south-east corner of the site.

(h) A heritage citation was prepared for No. 32-34 Wellington Street as the former Sherrin Leather Factory. At its meeting on 22 October 2019, Council resolved to request a heritage overlay to be applied to the site as part of a broader future Planning Scheme Amendment. This has not occurred to date.

West

(i) Wellington Street is to the west of the site. This is a collector street and a key bicycle route comprising 'Copenhagen bike lanes'. Street trees also line both sides of the street.

(j) On the western side of Wellington Street is No. 1-57 Wellington Street and 71-77 Victoria Parade, which has been cleared in preparation for construction pursuant to Planning Permit PLN16/0922. This permit allows for part demolition and construction of an 11 storey apartment building with ground floor shops, food and drink premises, art and craft centre and office.

(k) Planning Permit PLN16/0922 was issued at the direction of VCAT following a consent being reached between the parties through compulsory conference.



Figure 10: perspective Wellington Street elevation of 1-57 Wellington Street



Figure 11: 1-57 Wellington Street perspective viewed from the north

(l) An application under Section 72 of the Act to amend the approved development was received on 20 December 2019 for various changes, of note the amendment seeks to introduce a gymnasium within the ground floor level. This is currently is on hold awaiting further information from the applicant.



Figure 12: Nearmap Aerial imagery 17 December 2019

Planning Scheme Provisions

Zoning

Commercial 2 Zone

53. Pursuant to clause 34.02-1 of the Yarra Planning Scheme, use of the land as an office does not require a planning permit.

54. A 'Food and Drink Premises' is a Section 1 – 'no permit required' use unless the leasable floor area exceeds 100m^2. The proposed food and drink premises (included the cafe) have a floor area of 581m^2 and therefore trigger a permit under the zone.

55. Pursuant to clause 34.02-4 of the Yarra Planning Scheme, a planning permit is required to construct a building or construct or carry out works.

Overlays

Design and Development Overlay – Schedule 2 – Main Roads and Boulevards

56. Under clause 43.02-2 of the Scheme, a permit is required to construct a building or construct or carry out works.

57. Schedule 2 to the DDO outlines the following design objectives:

(a) *To recognise the importance of main roads to the image of the City.*
(b) *To retain existing streetscapes and places of cultural heritage significance and encourage retention of historic buildings and features which contribute to their identity.*
(c) *To reinforce and enhance the distinctive heritage qualities of main roads and boulevards.*
(d) *To recognise and reinforce the pattern of development and the character of the street, including traditional lot width, in building design.*
(e) *To encourage high quality contemporary architecture.*
(f) *To encourage urban design that provides for a high level of community safety and comfort.*
(g) *To limit visual clutter.*
(h) *To maintain and where needed, create, a high level of amenity to adjacent residential uses through the design, height and form of proposed development.*

58. Decision guidelines include:

(a) *The contribution of the proposal to the streetscape.*
(b) *The design, height and visual bulk of the development in relation to surrounding land uses and developments.*
(c) *The design, height and form of the development in relation to the built form character of the street.*

Design and Development Overlay – Schedule 11 – Gipps Precinct

59. Under clause 43.02-2 of the Scheme, a permit is required to construct a building or construct or carry out works.

60. Schedule 11 to the DDO outlines the following preferred future character:

(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 oriented development, particularly on Gipps and Langridge Street.

(c) 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.

61. The design objectives are:

(a) To recognise the Precinct as a vibrant commercial precinct with a narrow street network.
(b) To provide a pedestrian friendly environment along all street frontages.
(c) To ensure building design responds to the inherent industrial character of the Precinct.
(d) To ensure building design will protect the amenity of existing pockets of residential development.
(e) To encourage improvements to the public domain, including the provision of public open space.
(f) To ensure that new development does not adversely impact on pedestrian, cycling and vehicular accessibility.
(g) To ensure a high standard of architectural design.

62. The following requirements are also outlined:

Building heights and setbacks

(a) Taller built form may be appropriate on larger sites able to provide adequate setbacks that respect the narrow streetscape character of the Precinct and avoid overshadowing of neighbouring properties.
(b) Development above 4 storeys should:
(i) Demonstrate a high standard of architectural design
(ii) Minimise overshadowing of adjoining streets, public spaces or private properties
(iii) Be set back from along the northern side of the following streets:
(1) Gipps Street
(2) Langridge Street

Particular Provisions

Clause 52.06 – Car Parking

63. Clause 52.06-1 requires that a new use must not commence until the required car spaces have been provided on the land.

64. A permit is required to reduce (including reduce to zero) the number of car parking spaces specified under this clause. The following table identifies the car parking requirement under Clause 52.06-5, the provision on site, and the subsequent reduction below the statutory requirement:

Use	Area	Rate	No. required	No. proposed	Reduction sought
Office	18,272sqm	3 car spaces to each 100sqm of net floor area	548	81	467
Food and drink premises	581sqm	3.5 per 100sqm of Leasable floor area	17	0	17

Total			**565**	**81**	**484**

65. Pursuant to Clause 52.06-3, a permit is required to reduce the number of car spaces required under Clause 52.06-5.

Clause 52.34 – Bicycle Facilities

66. Pursuant to clause 52.34, a new use must not commence or the floor area of an existing use must not be increased until the required bicycle facilities and associated signage has been provided on the land.

67. The purpose of the policy is to encourage cycling as a mode of transport and to provide secure, accessible and convenient bicycle parking spaces. A new use must not commence until the required bicycle facilities and associated signage has been provided on the land.

Land Use	Units/Area proposed	Rate for staff	Rate for visitors shoppers	No. required	No. proposed	Reduction sought
Office	18,272sqm	1 to each 300sqm of net floor area if the net floor area exceeds 1000sqm	1 to each 1000sqm of net floor area if the net floor area exceeds 1000sqm	55 staff 18 visitor		0
Food and drink premises	581sqm	1 to each 300sqm of leasable floor area	1 to each 500sqm of leasable floor area	2 staff 1 visitor		
Total				**57 staff** **19 visitor**	**180 staff** **28 visitor**	**0**

68. Pursuant to clause 52.34-3, six showers and six change rooms, or access to a communal change area is required on site. The development includes 20 showers and a male and female changing area on the ground floor, as well as 330 lockers. This requirement is met.

69. Clause 52.34-4 provides design standard for bicycle spaces and signage.

Clause 53.18 – Stormwater Management in Urban Development

70. Pursuant to clause 53.18-3, applications to construct a building or construct or carry out works must meet the objectives of Clauses 53.18-5 and 53.18-6 and should meet the standards these clauses. These matters will be discussed within the assessment section of this report.

General Provisions

Clause 65 – Decision guidelines

71. 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 contained in this report

Clause 66.02 – Use and Development Referrals

72. Pursuant to clause 66.02-11, an application to construct a building or construct or carry out works for an office development of 10,000 or more square metres of leasable floor area must be referred to the Head, Transport for Victoria. Further detail is provided within the referral section of this report.

Planning Policy Framework (PPF)

73. Clause 11 'Settlement' - *Planning is to recognise the need for, and as far as practicable contribute towards (as relevant);*

    (a) Diversity of choice.
    (b) Adaptation in response to changing technology.
    (c) Economic viability
    (d) A high standard of urban design and amenity.
    (e) Energy efficiency.
    (f) Accessibility
    (g) Land use and transport integration

74. *Planning is to facilitate sustainable development that takes full advantage of existing settlement patterns, and investment in transport and communication, water and sewerage and social facilities.*

75. Clause 11.02-1S 'Supply of Urban land' aims *to ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses.*

76. This clause includes several strategies to achieve this objective, including;

    (a) Opportunities for the consolidation, redevelopment and intensification of existing urban areas.
    (b) Neighbourhood character and landscape considerations.

Clause 11.03-2S 'Growth areas'

77. The objective is: *to locate urban growth close to transport corridors and services and provide efficient and effective infrastructure to create benefits for sustainability while protecting primary production, major sources of raw materials and valued environmental areas.*

78. The clause includes several strategies to achieve this objective.

Clause 15.01-1S – Urban design

79. The objective of this Clause is:

    (a) *To create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity.*

80. Relevant strategies to achieve this objective include:
    (a) *Require development to respond to its context in terms of character, cultural identity, natural features, surrounding landscape and climate*
    (b) *Ensure development contributed to community and cultural lift by improving the quality of living and working environments, facilitating accessibility and providing for inclusiveness.*
    (c) *Ensure development supports public realm amenity and safe access to walking and cycling environments and public transport.*

(d) *Ensure that the design and location of publically accessible private spaces, including car parking areas, forecourts and walkways, is of a high standard, creates a safe environment for users and enables easy and efficient use.*

Clause 15.01-2S – Building design

81. The objective of this Clause is:

(a) *To achieve building design outcomes that contribute positively to the local context and enhance the public realm.*

82. Relevant strategies to achieve this objective include:
(a) *Ensure development responds and contributes to the strategic and cultural context of its location*
(b) *Minimise the detrimental impact of development on neighbouring properties, the public realm and the natural environment.*
(c) *Ensure the form, scale and appearance of development enhances the function and amenity of the public realm.*
(d) *Ensure buildings and their interface with the public realm support personal safety, perceptions of safety and property security.*

Clause 15.01-5S –Neighbourhood character

83. The objective of this clause is:

(a) *To recognise, support and protect neighbourhood character, cultural identity, and sense of place.*

84. Relevant strategies to achieve this objective include:

(a) *Ensure development responds to cultural identity and contributes to existing or preferred neighbourhood character*
(b) *Ensure development responds to its context and reinforces a sense of place and the valued features and characteristics of local environment and place by emphasising the:*
(i) *Pattern of local urban structure*
(ii) *Underlying natural landscape character and significant vegetation*
(iii) *Heritage values and built form that reflect community identity.*

Clause 15.02-1S – Energy and resource efficiency

85. The Objective of this clause is:

(a) *To encourage land use and development that is energy and resource efficient, supports a cooler environment and minimises greenhouse gas emissions.*

86. Relevant strategies to achieve this objective include:

(a) *Improve the energy, water and waste performance of buildings and subdivision through environmentally sustainable development*
(b) *Promote consolidation of urban development and integration of land use and transport.*
(c) *Improve efficiency in energy use through greater use of renewable energy technologies and other energy efficiency upgrades.*
(d) *Support low energy forms of transport such as walking and cycling.*
(e) *Reduce the urban heat island effect by greening urban areas, building, transport corridors and open spaces with vegetation.*

Clause 17.02-1S – Business

87. The objective of this clause is:

    (a) *To encourage development that meets the community's needs for retail, entertainment, office and other commercial services.*

88. The relevant strategy to achieve this objective is to: *ensure commercial facilities are aggregated and provide net community benefit in relation to their viability, accessibility and efficient use of infrastructure.*

    Clause 18.02-2R – Principal Public Transport Network

89. The strategies of this clause include:

    (a) *Maximise the use of existing infrastructure and increase the diversity of development along the Principal Public Transport Network, particularly at interchanges, activity centres and where principal transport routes intersect.*

    Clause 18.02-4S – Car Parking

90. The objective of this clause is:
    (a) *To ensure an adequate supply of car parking that is appropriately designed and located.*

91. The strategies of this clause include:
    (a) *Allocate or require land to be set aside for car parking subject to the existing and potential modes of access including public transport, the demand for off-street car parking and the potential for demand management of car parking.*

    Local Planning Policy Framework (LPPF)

92. The relevant policies in the Local Planning Policy Framework (LPPF) can be described as follows:

    Municipal Strategic Statement (MSS)

93. Relevant clauses are as follows:

    Clause 21.04-3 Industry, office and commercial

94. The objective of this clause is:

    (a) To increase the number and diversity of local employment opportunities.

    Clause 21.05-2 – Urban design

95. The relevant objectives of this Clause are:

    (a) *To reinforce the existing urban framework of Yarra.*
        (i) *Strategy 16.1 – Maintain and strengthen the preferred character of each Built Form Character Type within Yarra.*
    (b) *To retain Yarra's identity as a low-rise urban form with pockets of higher development*
        (i) *Strategy 17.01 – ensure that development outside activity centres and not on Strategic Redevelopment Sites reflects the prevailing low-rise character.*
        (ii) *Strategy 17.2 – Development on strategic redevelopment sites or within activity centres should generally be no more than 5-6 storeys unless it can be demonstrated that the proposal can achieve specific benefits such as:*
            - *Significant upper level setbacks*

- *Architectural design excellence*
- *Best practice environmental sustainability objectives in design and construction*
- *High quality restoration and adaptive re-use of heritage buildings*
- *Positive contribution to the enhancement of the public domain*
- *Provision for affordable housing*

(c) *To retain, enhance and extend Yarra's fine grain street pattern.*
(d) *To create an inner city environment with landscaped beauty.*
(e) *To ensure that new development contributes positively to Yarra's urban fabric*
  (i) *Strategy 20.1 – Ensure development is designed having particular regard to its urban context and specifically designed following a thorough analysis of the site, the neighbouring properties and its environs*

Clause 21.05-3 – Built form character

96. The general objective of this clause is:

(a) *To maintain and strengthen the identified character of each type of identified built form within Yarra.*

97. The subject site is located within a non-residential area, where the built form objective is to *"improve the interface of development with the street"*.

98. The strategies to achieve the objective are to:

(a) *Allow flexibility in built form in areas with a coarse urban grain (larger lots, fewer streets and lanes).*
(b) *Require new development to integrate with the public street system.*

Clause 21.06 – Transport

99. This policy recognises that Yarra needs to reduce car dependence by promoting walking, cycling and public transport use as viable and preferable alternatives. Relevant objectives and strategies of this Clause are as follows:

(a) *Objective 30 – To provide safe and convenient pedestrian and bicycle environments.*
  (i) *Strategy 30.2 – Minimise vehicle crossovers on street frontages.*
  (ii) *Strategy 30.3 – Use rear laneway access to reduce vehicle crossovers.*
(b) *Objective 31 – To facilitate public transport usage.*
(c) *Objective 32 – To reduce the reliance on the private motor car.*
(d) *Objective 33 – To reduce the impact of traffic*
  (i) *Strategy 33.1 Ensure access arrangements maintain the safety and efficiency of the arterial and local road network.*

Clause 21.07-1 – Ecologically sustainable development

100. The relevant objectives and strategies of this clause are:

(a) *Objective 34 – To promote ecologically sustainable development.*

  (i) *Strategy 34.1 – Encourage new development to incorporate environmentally sustainable design measures in the areas of energy and water efficiency, greenhouse gas emissions, passive solar design, natural ventilation, stormwater reduction and management, solar access, orientation and layout of development, building materials and waste minimisation.*

Clause 21.08-5 Neighbourhoods (Collingwood)

101. This clause describes the area in the following way (as relevant):

    (a) *The Smith Street major activity centre serves multiple roles for local residents whilst attracting visitors from a larger catchment. It is a classic main road strip generally consisting of buildings of two to four storeys interspersed with the occasional building of up to 6 storeys.*

    (b) *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. 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.*

102. Within Figure 13 of Clause 21.08-5, the subject site is identified as being within the Gipps Street Precinct which was supported as being rezoned to Business 3 Zone. This occurred and has since been rezoned to Commercial 2 (formally Business 3 Zone).

103. Figure 14 of Clause 21.08-5, shows the subject site as being within a non-residential built form character area where the objective is to improve the interface of development with the street.

104. The only relevant strategies are to support the rezoning of the Gipps Street industrial precinct to the Business 3 Zone, which as previously stated has been completed.

    Relevant Local Policies

    Clause 22.03 – Landmark and Tall structures

105. This policy applies to all development. Its policy includes to *ensure the profile and silhouette of new tall structures adds to the interest of Yarra's urban form.*

    Clause 22.05 – Interfaces Uses Policy

106. This policy applies to applications within the Commercial Zones (among others), 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.

107. The relevant objective is:

    (a) *To ensure that residential uses located within or near commercial centres or near industrial uses enjoy a reasonable level of amenity.*

108. It is policy that:

    (a) *New non-residential use and development within Business and Mixed Use and Industrial Zones are designed to minimise noise and visual amenity impacts upon nearby, existing residential properties.*

109. A number of decision guidelines for non-residential use and development within the business zones are outlined, including the extent to which the proposal 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.

Clause 22.10 – Built form and design policy

110. This policy applies to all new development not included in a Heritage Overlay. The relevant objectives of this policy are to:

(a) *Ensure that new development positively responds to the context of the development and respects the scale and form of surrounding development where this is a valued feature of the neighbourhood character.*
(b) *Ensure that new development makes a positive contribution to the streetscape through high standards in architecture and urban design.*
(c) *Limit the impact of new development on the amenity of surrounding land, particularly residential land.*
(d) *Design buildings to increase the safety, convenience, attractiveness, inclusiveness, accessibility and 'walkability' of the City's streets and public spaces.*
(e) *Create a positive interface between the private domain and public spaces.*
(f) *Encourage environmentally sustainable development.*

111. The Clause includes various design objectives and guidelines that can be implemented to achieve the above objectives. The design elements relevant to this application relate to:

(a) urban form and character;
(b) setbacks and building height;
(c) street and public space quality;
(d) environmental sustainability;
(e) site coverage;
(f) on-site amenity;
(g) off-site amenity;
(h) landscaping and fencing;
(i) parking, traffic and access; and
(j) service infrastructure.

Clause 22.16 Stormwater Management (Water Sensitive Urban Design)

112. 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

113. This policy applies to non-residential development with a gross floor area of 100sqm or greater. 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 Relevant Documents

Yarra Spatial Economic and Employment Strategy (August 2018)

114. The Yarra Spatial economic and Employment Strategic (SEES) was adopted by Council on 4 September 2018. It includes the following strategic directions to guide how employment land will be used in future:

(a) Retain and grow Yarra's major employment precincts
(b) Retain other Commercial 2 zoned precincts and sites

115. The SEES includes the following observations for the Gipps Street Major Employment precinct:
    (a) *With relatively good accessibility, the Gipps Street precinct it is a desirable location for employment, as well as for housing where it not prohibited by C2 zoning. Assuming the retention of this precinct for employment uses, the capacity analysis has identified capacity for up to 500,000 square metres of floor space. The precinct currently contains in the order of 200,000sqm of floor space and demand for an additional 75,000sqm is projected to by 2031.*

    (b) *Although the notional capacity exceeds demand in the medium term, the Gipps Street precinct represents an important source of employment capacity into the future that could be realised beyond the 15-year time frame considered by this strategy.*

116. The SEES includes a summary of considerations relevant to decisions about the future of employment land in Yarra:
    (a) *The retention of the Gipps Street and Cremorne/Church Street South Major Employment precincts for employment uses only will protect their potential for employment growth, acknowledging their unique character and emerging role as head office and create industry hubs in inner Melbourne.*

Advertising

117. The application was advertised under the provisions of Section 52 of the *Planning and Environment Act (1987)* by 2,692 letters sent to surrounding owners and occupiers and by a sign displayed on site. Council received 11 objections, the grounds of which are summarised as follows):
    (a) design (height, scale, bulk, character);
    (b) heritage
    (c) amenity (overlooking, overshadowing, loss of light);
    (d) traffic and car parking;
    (e) Wind impacts;
    (f) lack of office demand;
    (g) construction impacts;
    (h) loss of views; and
    (i) impact on property values

Referrals

118. The referral comments are based on the advertised plans. Additional comments have been sought from Council's external Urban Design consultant based upon the formally substituted plans. With the exception of matters relating to urban design, the amended plans would not impact comments provided on the advertised plans.

    External Referrals

119. The application was referred to:
    (a) Head, Transport for Victoria

120. Referral responses/comments have been included as attachments to this report.

    Internal Referrals

121. The application was referred to the following units within Council:
    (a) Engineering Services

(b) Streetscape and Natural Values

(c) Open Space

(d) Urban Design (regarding public realm works)

(e) ESD advisor

(f) Heritage Advisor

(g) Strategic Transport

(h) City Works

(i) SLR Acoustic Consultants

(j) MGS Architects (Rob McGauran)

122. Referral comments have been included as attachments to this report.

OFFICER ASSESSMENT

123. The primary considerations for this application are as follows:

(a) policy and strategic support;

(b) use

(c) built form and design;

(d) public realm;

(e) sustainable design;

(f) offsite amenity impacts;

(g) equitable development;

(h) car parking / traffic;

(i) bicycle facilities; and

(j) Objector concerns.

Policy and Strategic Support

124. The site is located within the Gipps Street Major Employment Precinct, where the intensification of office development is encouraged (clause 21.08-5, 21.04-3). The Gipps Street Precinct has also been identified within the recent Yarra Spatial Economic and Employment Strategy (August 2018) as an important source of employment capacity for the municipality. The proposed office development is considered appropriate and will reinforce these policies.

125. Overarching State policy at clause 15.01-1S (urban design) seeks to '*create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity'.* Council's Municipal Strategic Statement seeks to *'ensure that new development contributes positively to Yarra's urban fabric'* (Objective 20) and also *'maintain and strengthen the identified character of each type of identified built form within Yarra.'* (Objective 23). The subject site is identified within a non-residential area, with a built form objective to '*improve the interface with the street*'. As will be discussed in further detail, streetscape improvement are proposed as part of the overall development to improve the pedestrian realm experience.

126. Objective 17 of clause 21.05-2 (Urban Design) seeks '*to retain Yarra's identity as a low-rise urban form with pockets of higher development'.* Strategies to achieve this objective include:

(a) Ensure development outside activity centres and not on Strategic Redevelopment Sites reflects the prevailing low-rise urban form.

(b) Development on strategic redevelopment sites or within activity centres should generally be no more than 5-6 storeys unless various benefits can be achieved.

127. Having regard to the strategies for Objective 17, it is acknowledged that the site is neither located on a strategic redevelopment site or within an activity centre, however equally, the surrounding area does not reflect a low-rise urban form typical to many other parts of the municipality. It is considered that the 'pocket of higher development' referenced in Objective 17 is an appropriate description for the emerging character of this particular area of Collingwood.

128. As will be discussed in greater detail within the Built Form and Design, the site is within an area undergoing significant transformation, with new buildings being of a substantial scale. The proposed development is considered reflective of this emerging character. The appropriateness of the design response will be discussed having regard to clause 22.10 (Built Form Policy) and the design objectives pertaining to Schedules 2 and 11 of the Design and Development Overlay.

129. Both State and local polices (clause 15.02-1S, 21.07-1) support energy and resource efficiency through environmentally sustainable development, consolidation and integration of urban development and supporting low energy forms of transport.

130. Both State and local policy directives seek to promote the use of sustainable personal transport (Clauses 18.02-1R, 18.02-2R, and 21.06). In regard to car parking, Clause 18.02-4S encourages an adequate supply of car parking to be provided with consideration to existing and potential modes of access including public transport, the demand for off-street car parking, road capacity and the potential for demand management of car parking.

131. At a local level, clause 21.06 acknowledges that whilst parking availability is important for many people, '*unrestricted car use and parking is neither practical nor achievable*.' Matters relating to transport will be covered later within this report.

Use

132. While the office use is as-of-right within the Commercial 2 Zone, food and drink premises in excess of 100sqm triggers a planning permit. The proposed food and drink component at ground level is considered an appropriate proportion to the larger office building. The use is also complementary to the primary office activity that is proposed, providing a service for future employees. The provision for a more interactive use at ground level also supports public realm activation objectives.

133. Having regard to the decision guidelines within the Commercial 2 Zone for a new use, the proposed food and drink premises are considered acceptable insofar as the use is not anticipated to adversely impact adjoining land. The hours of operation are 7am to 6pm, 7 days a week. These are consistent with the daytime/evening hours of the EPA State Environmental Protection Policies (SEPP) and largely consistent with standard business hours, whilst also providing activity on weekend. This is considered appropriate, contributing to the food and drink offers for nearby residential properties. It also creates a presence on the street, which would otherwise be unoccupied. This will contribute to the safety of the area.

134. A total capacity of 150 patrons is considered appropriate for the area and would not be expected to result in excessive noise disturbance as will be discussed later within this report. The applicant has confirmed a capacity of 20 patrons for the café and 130 patrons for the larger food and drink premises. The hours and capacity of the food and drink premises would also be included as conditions on any permit that issues. To avoid confusion between the tenancies, a condition should also be added that these tenancies are relabelled as 'Food and Drink (café) Tenancy 1' and 'Food and Drink Tenancy 2'.

Built Form and Design

Height and massing

135. There are no specific height controls that apply to the subject site. In assessing whether the proposed development is an acceptable scale, consideration is to be given to clauses 22.03 (Landmarks and Tall Structures), 22.10 (Built Form Policy) and Schedules 2 (Main Roads and Boulevards) and 11 (Gipps Street Precinct) to the Design and Development Overlay that apply to the site.

136. These policies largely seek contextually appropriate design that responds to the character of the area. They also encourage development to contribute positively to the public realm and minimise off-site amenity impacts. The proposed development's contribution to the public realm and off-site impacts will be discussed later in this report.

137. In regard to the existing context, this is an area that has undergone significant transformation in recent years as highlighted within the surrounding environs description earlier, leading to an emerging pocket of higher development in the range of 9-14 storeys (and 17 storeys at Yorkshire Brewery site). The proposed development at 15 storeys, while at the taller end of the spectrum, is generally consistent with the scale of development occurring.

138. Nevertheless, Council's external urban designer has recommended that the height of the development is reduced by 7.3m to RL70. It is understood that this is so it sits below the development to the north at No. 2-16 Northumberland Street, which is a maximum height of RL77.5. The current application proposes a height of RL77.3, with a services area central to the roof being a height of RL81.8. In other words, the services screen of the proposal would be 4.3m higher than the adjoining development to the north, with the proposed parapet being 0.2m lower. The difference between the heights of the two buildings is not a magnitude that would be perceived as unreasonable or warrants a reduction in building height.

139. A similar situation was presented in relation to the VCAT decision for No. 2-16 Northumberland Street having regard to the Yorkshire Brewery site, where the Tribunal opined at paragraph 37 that a variation of 5m was not unreasonable in the wider context:

    (a) *The difference in overall height will be some 5.0 metres. This is not of such a magnitude that it will result in the office tower appearing as a discordant element in the broader built form profile of the area.*

140. There have been three occasions where Council has unsuccessfully argued at VCAT that the height of a proposed development should be reduced in this area. One of these was No. 2-16 Northumberland Street where Council sought to reduce the building from 13 to 10 storeys. The other two cases were 61-71 Wellington Street & 37-39 Langridge Street (from 14 to 11 storeys) and 107-109 Wellington Street (from 9 to 7 storeys). No. 107-109 Wellington Street, located on the corner of Peel and Wellington Streets is a reasonable distance from the subject site and was determined in 2015, so the commentary within the VCAT decision is less relevant to the current application. However, there is relevant discussions within the other decision as detailed in the paragraphs below.

141. In the case of the planning application PLN16/0435 at No. 2-16 Northumberland Street, Council imposed a condition requiring the deletion of three storeys, reducing the development from 13 storeys to 10 storeys. The Tribunal resolved in June 2017 to grant a permit at its full height (an image of the approved development is provided in the figure below). The Tribunal made the following relevant observations at paragraphs 30 and 37 [emphasis added]:

    (a) *This is a location where taller built forms are beginning to emerge. The completed Yorkshire Brewery development, together with the approval of multi-level buildings of between seven and 14 storeys, are transforming this historically low-rise context into one of the pockets of higher development referred to in the MSS. The proposal is consistent with this emerging pattern of development. Indeed, the Council's acceptance of a 10 storey height for the building supports this observation. It is clear that the deletion of three levels will result in a structure that will sit comfortably in this context of taller forms. It will be within the height range established by the 17 storey Yorkshire Brewery tower and the lower multi-level buildings approved in the mixed-use precinct on the opposite side of Wellington Street.*

What needs to be decided is whether the additional three storeys will result in the proposed building manifesting as an unacceptable planning outcome.

(b) ***Compositionally, the development is acceptable and, given our comments about strategic support and off-site amenity impacts, we see no reason to remove three levels from the tower.*** *As discussed, the site is located in a part of the municipality which is transforming into a pocket of higher development. It will not stand in isolation. …Due to its breadth and overall size, the building will no doubt be prominent in this locality. We do not consider this outcome to be unacceptable when viewed in the site's strategic and physical context, and when regard is given to the existing and approved multi-level development.* ***Within any such context, it is not unusual to find that one building is taller than the others. We have not been persuaded that the reduction in height sought by the Council in this instance is justified.***

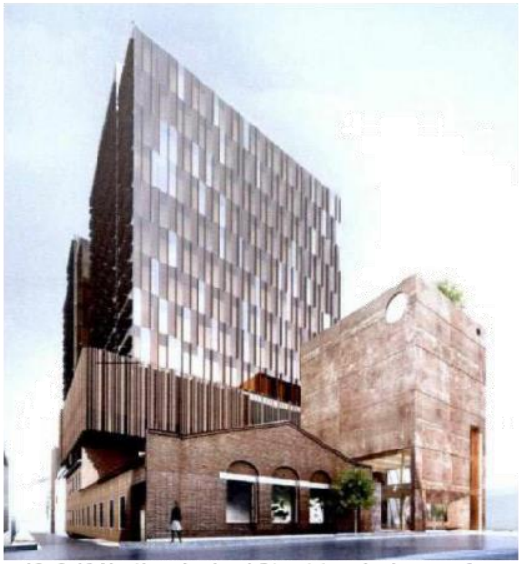


Figure 13: 2-16 Northumberland Street (render image of approval)

142. In the case of planning application PLN15/0641 at Nos. 61-71 Wellington Street and 37-39 Langridge Street, the applicant sought approval for a 14 storey building on the south-west corner of Wellington and Langridge Streets. Council supported the proposal subject to the deletion of three storeys i.e. reducing the development to 11 storeys. The Tribunal resolved in September 2016 to support the proposal at 14 storeys. An image of the now-constructed building is provided in the figure below. Council's reasoning for deletion of the three storeys was summarised at paragraph 21 of the VCAT decision as follows:

    (a) *The Council has sought the deletion of three levels, being levels 6 and 7 in the middle section of the building and level 12 at the upper level, submitting the proposal is too ambitious. In this respect the Council submitted the removal of levels 6 and 7 will 'diminish the solidity of the northern and southern elevations, particularly when viewed travelling both north and south along Wellington Street and Cambridge Street; will ensure a more polite transition to Cambridge and Derby Streets; and create a less imposing profile to Wellington Street'. In Council's view the deletion of level 12 is 'to minimise the dominance of the building on the skyline and ensure the visual relationship with surrounding development is properly resolved'.*

143. In overturning Council's condition to delete 3 storeys, the Tribunal made the following observations at paragraph 25:

(a) *We consider this proposal to be well designed and the removal of the three levels, as proposed by the Council, will in our view detract from the elegance of, and will unnecessarily reduce the design quality of the overall proposal which in this location is not warranted. The increased setbacks particularly to the south and south eastern corner, as well as to the west, provide for a reduction in the potential dominance of the upper level built form when viewed from the surrounding streets. The incorporation of plant and equipment within the building is also an excellent outcome.*



Figure 14: 61-71 Wellington Street and 37-39 Langridge Street (14 storeys approved) viewed from the subject site.

144. In these decisions, VCAT has maintained a consistent position that this is an area that can accommodate larger scale built form. This development, like developments before it, is slightly taller, however not so much that it would be noticeable in the broader area. On this basis, it is considered reducing the height to better fit the context of the area is unjustified.

Podium/tower relationship

145. Schedule 11 to the Design and Development Overlay, which applies to the eastern side of Wellington Street, states that: *taller built form may be appropriate on larger sites able to provide adequate setbacks that respect the narrow streetscape character of the Precinct and avoid overshadowing of neighbouring properties*.

146. The controls also direct that development above 4 storeys should meet the following criteria:

(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 Gipps Street and Langridge Street

147. As will be discussed later within the design detail assessment, the composition and quality of the architecture is of a high standard without warranting additional upper level setbacks. The overshadowing impact (as discussed within the assessment of the public realm) is also acceptable without increased setbacks. Furthermore, the site is not located on a nominated street (i.e. Gipps, Langridge) for setbacks above 4 storeys. It is not considered that the above criteria warrants greater setbacks. The appropriate setbacks are therefore to be determined by an appropriate response to the character of the area.

148. A five storey podium is provided to the building. This has been increased from four storeys as proposed in the advertised plans. The scale of the podium is considered appropriate and consistent with the general scale of podiums within the surrounding area, which typically range from 4 to 7 storeys. Council's external Urban Designer also finds the scale of the podium to be satisfactory.

149. The proposed upper levels are set back 2.86-3.27m from Wellington Street. This has not changed from the advertised plans, however the western portion of the building has been reduced in height to 12 storeys (RL70), with the uppermost two storeys set back a further 11m. This change has been made in response to Council officer's and Council's external urban designer's concerns that the massing of the upper levels resulted in an excessively top-heavy design that did not appropriately respond to the streetscape. Render images of the advertised scheme and the current scheme are provided below.



Figure 15: Render images of the advertised Scheme (left) and VCAT amended scheme (right)

150. The amended plans were re-referred to Council's external urban designer who is still not satisfied with the mass and scale of the foreground building relative to No. 2-16 Northumberland Street. It was suggested by the urban designer that the western element should be lowered further from RL70 to RL41 to Gridline 4, which equates to deletion of the entire western portion (in addition to reducing the overall height of the building to RL70 as previously discussed). The sections recommended for deleted are shaded in red in the figure below.



Figure 16: Urban Design recommended amendments (in red)

151. It appears that the urban designer's comments are weighted too heavily on the substantial upper level setback of the immediately adjoining development at No. 2-16 Northumberland Street, which is set back 24m from the street. This setback is a result of the physical constraints of the site, specifically, having to retain a large portion of the existing Telstra exchange building in the north-western portion of the site. This setback is not reflective of typical upper level setbacks of other recent developments within the immediate surrounds further to the north and on western side of Wellington Street as discussed below.

152. To the north of No. 2-16 Northumberland Street at the south-east corner of Langridge and Wellington Streets presents an 11 storey building built to the Wellington Street boundary to its full height (RL58.55) in accordance with Planning Permit PLN17/0332 (see figure below).

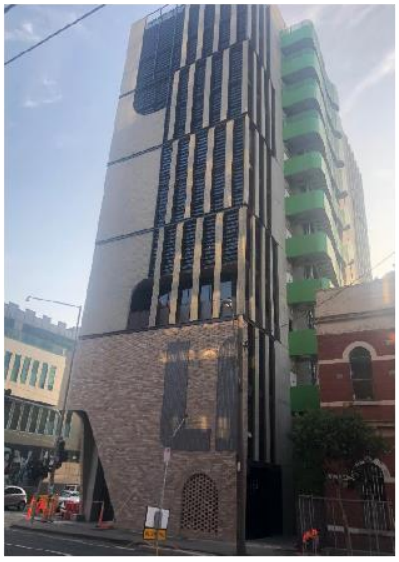


Figure 17: 51 Langridge Street (Wellington Street elevation)

153. The proposed development on the opposite side of Wellington Street at No. 1-57 Wellington Street & 71-77 Victoria Parade has also been approved at 11 storeys (RL57.27) set back 2.8m from the Wellington Street boundary above a 6 storey podium as illustrated in the image below, with Wellington Street to the left of the image.

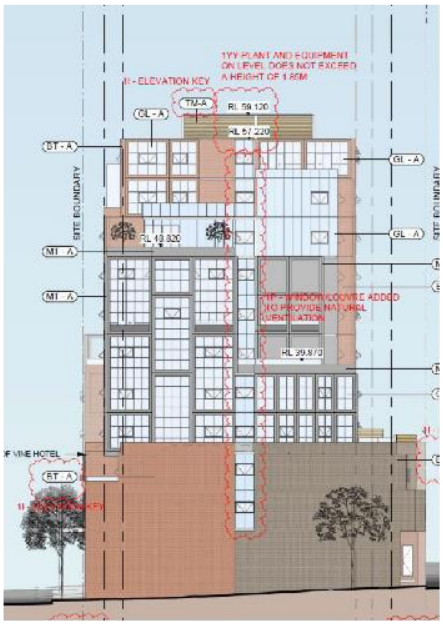


Figure 18: Northern elevation of PLN16/0922 – 1-57 Wellington Street & 71-77 Victoria Parade

154. To the north of No. 1-57 Wellington Street at Nos. 61-71 Wellington Street and 37-39 Langridge Street, the development has been constructed to its full height of 14 storeys (RL63.08) between 0.55m and 1.26m from the Wellington Street boundary as illustrated in the endorsed northern elevation below (Wellington Street to the left):



Figure 19: Endorsed northern elevation of No. 61-71 Wellington Street and 37-39 Langridge Street

155. Having regard to the examples above, all within the immediately surrounding area, it would be inconsistent to base a design outcome on a single anomaly, albeit directly adjacent, as it is the combination of developments within an area that establishes its character. These three examples suggest that south of Langridge Street there is a pattern of building heights of between RL57.27 to RL63.08, set back within 3m from Wellington Street. This analysis therefore demonstrates that the reduction of the building height facing Wellington Street as much as RL41 would be unjustified.

156. However, this also suggests that the proposed building height to Wellington Street at RL70, 7m taller than the surrounding developments, in combination with its extensive breadth to Wellington Street of approximately 40m in length, warrants a further reduction to the scale of the upper levels facing Wellington Street. At the request of the Council officers, the applicant has prepared a render image reducing the height of building to Wellington Street by a further storey i.e. approximately RL65. Based on the image below, Council Officers are comfortable that the development will be generally in keeping with the typical building scale that presents to Wellington Street, subject to the reduced height to the western section of the building and should be included as a condition on any permit that issues.



Figure 20: Render of further level deleted from the western portion

157. To Northumberland Street, the upper levels will in-part cantilever over the podium (which is set back 3.3m from the northern boundary) up to 2.17m. However, these levels are set back from the northern boundary by between 1.16m to 3.44m. Council's external urban designer has not raised any concern with the setback of the mid-levels, however has suggested that a 6m setback should be applied from Level 9. This is not considered necessary from either an amenity perspective or a character perspective. Given the narrowness of Northumberland Street, setting back the uppermost levels would not have a perceivable visual impact at pedestrian level. This is because the viewing cone within a narrow street is much more restricted in comparison to a wider street such as Wellington Street. In narrow streets, it is the podium that is the more influential element of a building. In this regard, the building is considered appropriate.

158. Additionally, No. 2-16 Northumberland Street is in part (to a length of approximately 30m) set back 2m – 2.3m from Northumberland Street to the full height of the building (being RL77.5m). Given that the proposed upper level setbacks from Northumberland Street are comparable to those to the north, it would be considered inequitable to require any further setbacks of the subject site.

159. The setbacks from the east and south will be discussed within the off-site amenity impacts and equitable development analysis later in this report.

Design Detail

160. Being within DDO2 (Main Roads and Boulevards) the site requires a development that is of '*high quality contemporary architecture*'.

161. The success of the proposed development is its simplicity of forms and lines, which in turn provides an elegance to the building. It will not appear overly busy or discordant in its design. The building is to have a predominately brick base with upper levels of a light weight composition. The level immediately above the podium is inset creating a shadow line between the podium and the tower element. This also creates the perception that the upper levels are 'floating' above the brick base.

162. The course grain is successful in this location as a subtle nod to the robust forms of the large remnant factory and warehouse buildings such as the Foy and Gibson building, which similarly comprise simple lines and material palettes.

163. The predominately brick base composed of 'stretcher bond' varied red toned bricks within the podium responds to the industrial heritage of the area, with rectangular window proportions that are also reflective of the remnant industrial buildings. Along the southern side of the podium, the boundary wall has been articulated using 'stack bond' brick work in a rectangular pattern to emulate the window proportions shown on the other elevations.

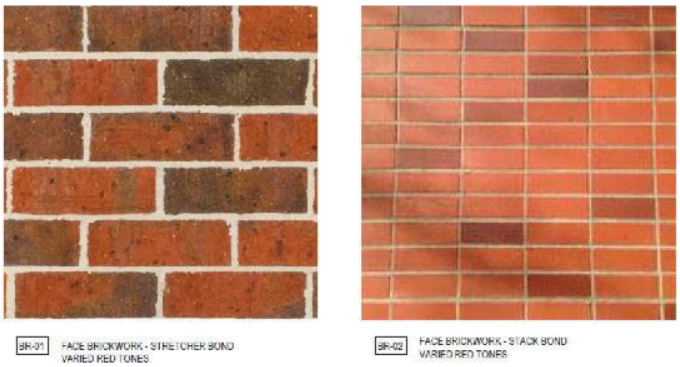


Figure 21: Brick detailing

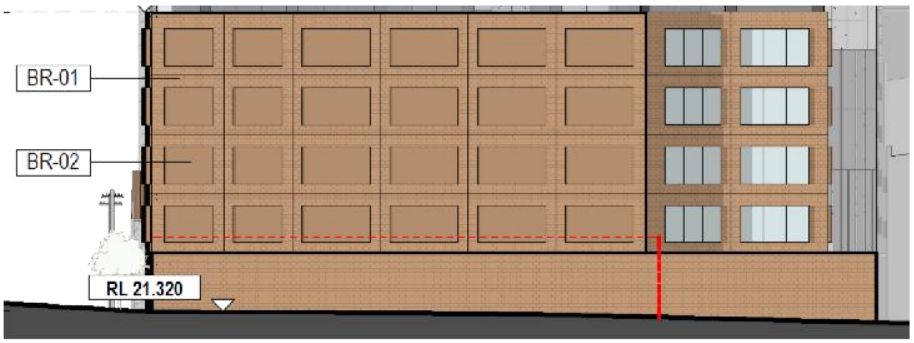


Figure 22: Southern elevation of the podium

164. The ground level interface to both street frontages incorporates a high proportion of glazing, activated by the ground level food and drink premises and office lobby. This is consistent with the design objectives at clause 22.10-3.4 (Street and public space quality), which is '*to ensure the ground level façade and boundary treatment interface positively with the street*' and will also contribute to the preferred future character for the Gipps Precinct as identified in DDO11 for '*increasing amount of street orientated development*'. While there is a high level of glazing to the frontage, brick columns are also proposed to extend to the ground, which is well integrated with the upper levels of the podium and responds appropriately to the robust, hard edge character of the area Specific attention has been given to the experience of the pedestrian, such as the change in bricks from a stretcher bond to a stack bond brick within the ground level columns, the latter being a smoother, slimline brick.



Figure 23: Street level façade treatment

165. Further discussion regarding the streetscape upgrade works will be provided later within the report.

166. The timber framing to the upper levels will contribute to the visual interest of the upper levels, particularly when viewed at night as shown within the project precedents provided of timber frame construction with the application (Refer to Figure 24 below).



Figure 24: Project precedent of timber framing (International House)

167. Along Northumberland Street, the upper levels respond to the finer grain of the street by breaking the form into three segments, this is accentuated by a stepped form and increasing the spacing of the shading devices to the glazing. This modulation also occurs within the southern elevation, with banding provided to articulate the three segments as depicted in the image below. This will add to the articulation of the building as viewed from these elevations.



Figure 25: southern elevation (including the reduced height of the western portion)

168. To ensure that the proposed development is executed to a high standard and the integrity of the design is maintained, a façade strategy clearly outlining materials and façade details will be required by condition. This is to include confirmation that actual bricks (i.e. not snap lock) will be used within the podium as well as details of the timber frame construction. A materials sample board is also required to provide greater detail of all materials to be used.

Landscaping

169. Clause 22.10-3.9 (Landscaping and Fencing) encourages development that respects the landscape character of the neighbourhood and enhances local biodiversity. Vegetation does not contribute to the character of the area, which is typically hard edge and commercial in nature. Nevertheless, landscaping is to be incorporated within planter boxes along the perimeter of the balconies. This will add additional softening to the built form and is supported subject to some additional detail as outlined by Council's Open Space Unit. Council's external urban designer has also recommended that the planter box be extended along the southern side of the podium terrace at Level 5 (now Level 4). These items can be addressed by way of condition.

Heritage

170. The site is not within a Heritage Overlay, however it does have a direct interface with the former Victoria Distillery to the east. Pursuant to Clause 22.10-3.3, new development that is higher than adjacent building should adopt a secondary setback for the higher building component which retains existing view lines to nearby heritage places and other key features.

171. Furthermore, clause 22.10-3.3 also states that the height of new development abutting land in a Heritage Overlay should:

(a) *Adopt a façade height to the street frontage which is no higher than the adjacent building within the Heritage Overlay*

(b) *Design a site taller structures so that they do not visually dominate surrounding heritage places and*

(c) *Match the floor levels of the adjacent heritage building.*

172. In reviewing the above policy, Council's heritage advisor notes that literal application of the policy would be at odds with development that has already occurred within the surrounding area. The heritage advisor considered that adoption of a façade height no higher than the Distillery as suggest by policy would not retain the views of the Distillery from Wellington Street. Furthermore, it is unlikely that a taller structure constructed on the site could avoid visually dominating the heritage place. In that regard, the heritage advisor came to the conclusion that it would be difficult to suggest that the advertised plans are unacceptable, even though unfortunate on the existing views from Wellington Street above the parapet of the subject site and that what was being proposed was *'probably the most reasonable approach to development on this site'.*

173. However, Council's heritage advisor has suggested to alleviate the loss of visual identity and principal view of the Distillery from Wellington Street, that an interpretation programme be required as a condition of permit that provides a brief illustrated history and which signposts its location from Wellington Street be installed. This is considered an appropriate response and could be included as part of the proposed public realm works (which are discussed in the following section).

174. Council's heritage advisor has also recommended that prior to any demolition of the existing buildings, that an archival photograph record of the buildings on the site occur. This was requested on the basis that there may be some historical links with these buildings to the brewing industry. However given that the subject site is not within a Heritage Overlay, there is no planning permission required for demolition the existing buildings on the site. As such, it is not considered a reasonable or appropriate condition to impose.

175. While Council's heritage advisor was comfortable with the advertised plans, the substituted plans are considered to provide a more responsive design to the heritage interface. The advertised plans presented a sheer 14 storey wall set back approximately 3m from the boundary shared with the Distillery (as illustrated in Figure 26 below). The substituted plans now express a podium that is more akin to the scale of the Distillery building (as illustrated in Figure 27 below). Furthermore, treatment of the upper levels in a more light weight material (glass and metal fins) as opposed to brick, will also further assist in reducing the mass of the upper levels as they present next to the Distillery building.

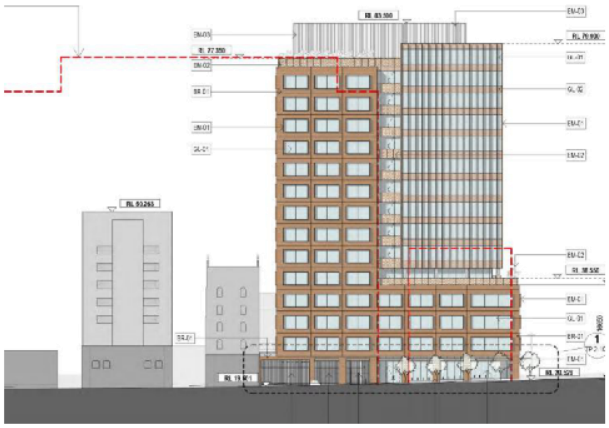


Figure 26: Advertised plans

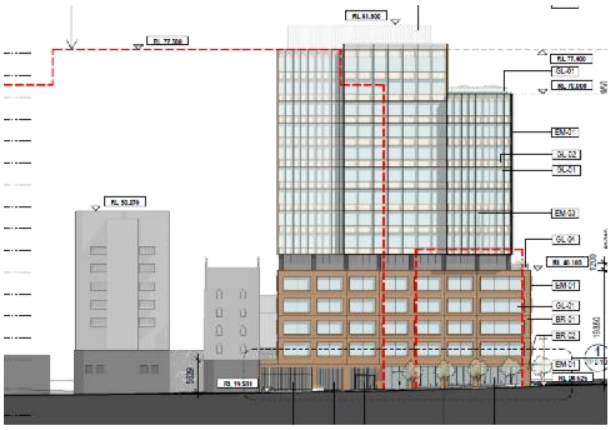


Figure 27: Substituted plans (Decision plans)

176. Furthermore, as outlined within the surrounds description, the site to the immediate south at No. 32-34 Wellington Street has been identified as a site of heritage contribution as the former Sherrin Factory. While this site is not presently within a heritage overlay, it is intended to be included as part of a larger Planning Scheme Amendment in future. Work on this has not yet commenced so limited consideration can be given to this interface. Nevertheless, the ground floor has been designed in a manner that will sit comfortably alongside the heritage building. As illustrated in the images below, the proposed ground level canopy will align with the bottom of the parapet (i.e. where face brick meets the rendered section). This is considered an appropriate response to this interface.

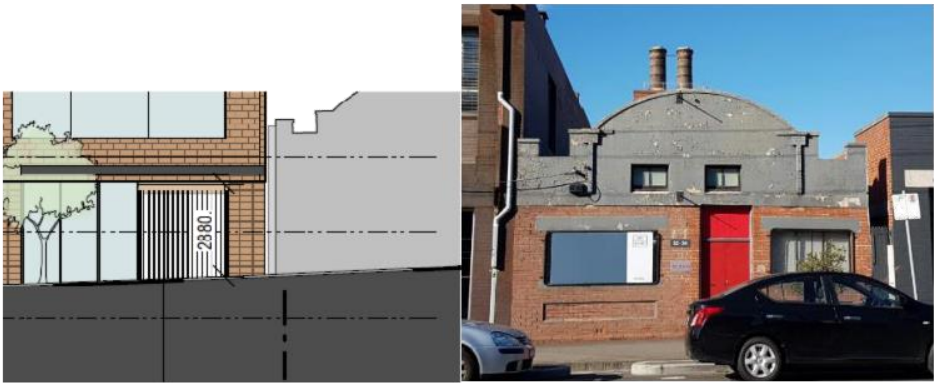


Figure 28: interface with No. 32-34 Wellington Street

Public realm

Streetscape works

177. The preferred character of the Gipps Street Precinct outlined in DDO11 is for '*a vibrant and safe environment with an increasing amount of street orientated development'*. In responding to the preferred future character outcomes, the proposal incorporates public realm improvement works. Specifically these are to address the narrow and inadequate footpath along the southern side of Northumberland Street. The ground level has been set back up to 6.31m from the title boundary. This setback is proposed to accommodate additional tree planting, public seating and visitor bicycle parking. This is illustrated in the images below with the dashed red line representing the property boundary and the current building line.



Figure 29: Cross section of streetscape improvement works



Figure 30: perspective view at the corner of Wellington and Northumberland Street with future upgrade works

178. The proposed design for the streetscape improvement works draws upon the surface treatments employed in the development to the north at No. 2-16 Northumberland Street (as illustrated in the image below) to achieve an integrated approach.

179. The landscape plans for the public realm works have been reviewed by Council's Open Space and Urban Design Units who have requested additional information to be provided and various amendments to materials and design to better align with Council's Standards. These items, in addition with the heritage interpretation programme for the old Distillery discussed within the heritage assessment above, could be addressed by way of permit conditions.

180. Council's Arborist has identified that there appears to be underground services along Northumberland Street that may prevent street tree planting in this location. This would need to be further investigated by way of condition. Additionally, any tree species along Northumberland Street would need to consider shading from the development to the north at No. 2-16 Northumberland Street, soil volumes and the impact the roots may have on the brick paving. It is noted that brick paving is not supported on Council land as it is not consistent with Council's standard materials due to ongoing maintenance concerns, nevertheless, the impact of tree roots on the surface materials need to be considered.

181. As a result of the proposed street tree planting, the footpath along Northumberland Street would be entirely within private property. To ensure that unobstructed access is maintained to the footpath, a condition will be included on any permit that issues that the owner of the land enter into an agreement pursuant to Section 173 of the *Planning and Environment Act* 1987 with obligations to ensure that a footpath is maintained unobstructed and in good order to the satisfaction of the Responsible Authority. A condition will also require a 1.5m wide footpath area clear of any obstructions (e.g. street furniture, bicycle parking areas, street trees pits etc) to be nominated on the plans.



Figure 31: Openwork plan for streetscape works and integration with No. 2-16 Northumberland Street

182. Furthermore, with the removal of the existing vehicle crossovers to Wellington Street, the raised concrete barrier for the Copenhagen lanes should be extended where adjacent to the redundant crossovers. It would also provide an opportunity for new on-site car parking spaces to be provided. This detail has not been clearly shown on the plans and is recommended on any permit that issues.

Micro climate

183. The relevant micro climate considerations relate to solar access to footpaths, wind and weather protection. These are discussed in turn below.

184. As mentioned previously, DDO11 encourages development over 4 storeys to minimise overshadowing of adjoining streets. It does not specify hours to be protected, however in the VCAT decision of *Pace Development Group Pty Ltd v Yarra City Council* [2015] at No. 73-77 Wellington Street it was discussed by Council's urban design expert, Rob McGauran that development should not cast a shadow over the opposite footpath at the equinox between 11am and 3pm. This appears to have been accepted by the Tribunal as an appropriate measure. Furthermore, in the VCAT decision of No. 2-16 Northumberland Street, the Tribunal also noted at paragraph 34:

(a) *By 11.00am the shadow is cast on the pavement itself, meaning that pedestrians will be in sunlight. After this time, the shadow will not affect the footpath. This is a reasonable outcome having regard to the site's context and we are persuaded that the extent of overshadowing has been minimised. The shadow impact does not justify a reduction in the height of the building.*

185. Sectional diagrams were prepared for the original application which clearly demonstrated that by 11am, there would be no additional overshadowing of the footpath at the September equinox (with the orange dashed line reflecting the footpath edge). It is noted that the shadow diagrams are taken a day after the equinox (i.e. 23 not the 22 of September), however the difference would be insignificant.

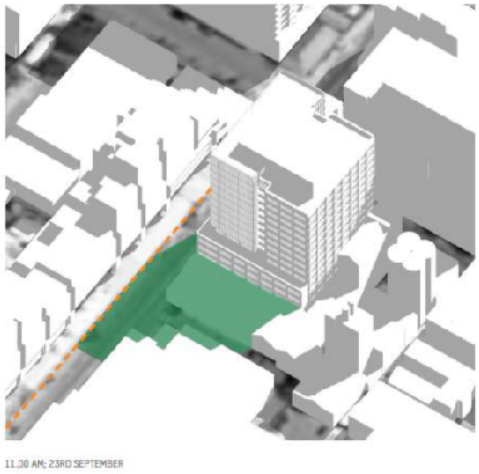


Figure 32: 11am equinox shadow cross section of advertised application

186. While a sectional shadow diagram has not be provided for the amended plans, the amended shadow plans clearly show that there would be a reduction in the shadow impact as a result of the reduced building height (refer to figure below). Reducing the height of the western portion of the building as proposed will also assist in further reducing the shadow impact as illustrated in the diagrams below.



Figure 33:Equinox shadow comparsion between advertised scheme (left) and amended scheme (right)

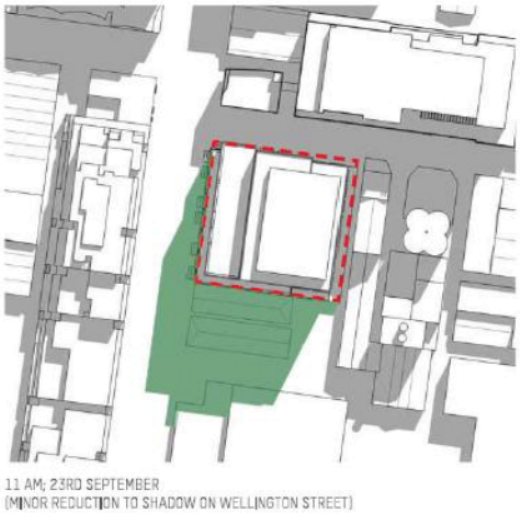


Figure 34: Equinox shadow based on condition to delete a level from the western portion

187. On the basis that the proposed development would not cause any additional shadowing of the footpath between the core hours of 11am and 3pm, the proposed development is considered acceptable.

188. A desktop wind report has been submitted with the original application. This has not been updated to reflect the amended plans, however it is not expected that it would significantly change the assumptions within the report. The report anticipates that there may be a possible slight impact on the wind comfort at the ground level pedestrian footpaths and external terraces primarily due to the prevailing northerly, southerly and westerly winds. The wind report suggests a number of treatment strategies to ameliorate the potential impacts including:

    (a) 2m wide awning along Northumberland Street frontage (shown on plans);

    (b) 2m wide awning along Wellington Street, noting that this could be broken to allow room for canopy trees (shown on plans);

    (c) Wrap around canopy on the north-west corner may be required subject to further wind tunnel testing (not shown);

    (d) Porous balustrades and screens between 1.5m and 2.5m in height on the Level 4 terrace (this would now be level 5 terrace – not entirely shown); and

    (e) Impermeable balustrades 1.5 to the level 14 (now level 13) terrace (shown on plans)

189. The report also recommended in its summary on page iv that:

    (a) *Wind tunnel testing be undertaken at a later detailed design stage to verify the wind conditions and enable a more detailed feedback and design of the proposal and the potential wind mitigation measures.*

190. A peer review of the desktop report has not been undertaken by Council's Wind Consultant based on their initial advice that a wind tunnel is necessary to test the assumptions of the applicant's wind consultant. This would need to be conditioned on permit as a matter to be addressed prior to the endorsement of plans.

191. In regard to weather protection, the combination of recessed ground level (with cantilevering level above) and projecting building canopies along both Wellington Street and Northumberland Street will provide cover to the footpath from rain. However, Council's arborist has raised concern with the proximity of the canopies along Wellington Street to the existing street trees. It has been requested that a minimum 3.5m clearance in radius is provided from the street trees. This will be conditioned accordingly.

Environmental sustainability:

192. The key policy considerations for assessing the environmental sustainability of the development are at clause 52.18 (Stormwater Management in Urban Development), clause 22.16 (stormwater management - Water Sensitive Urban Design) and clause 22.17 (Environmentally Sustainable Design).

193. The proposed development responds to clauses 22.16 and 53.18 by providing a 33kL rainwater tank. A MUSIC Assessment has been provided demonstrating that this would result in a 60.5 percent reduction in stormwater flows. Council's ESD advisor has confirmed that this is an acceptable outcome. The size of the tank has not been shown on the amended plans. This can be readily conditioned on any permit that issues.

194. A Sustainability Management Plan (SMP) has been provided in accordance with clause 22.17 detailing the ESD initiatives for the development. A key initiative of the proposed development is the use of timber frame construction as the primary structure for the upper levels (Level 5-14). This will substantially reduce the embodied energy associated with a standard concrete structure. Council's ESD advisor has highlighted this as a good initiative for the project. However, while reference to the timber frame construction is shown in the supporting documents, it has not been shown on the plans. To ensure that this design initiative is carried across to construction drawings, a condition of permit will requiring the proposed timber construction to be clearly referenced on the section drawings to be endorsed.



Figure 35: Timber frame construction to Levels 5-14

195. Other initiatives include:

(a) 5 star score in Green Star Design and As-Built

(b) Minimum 5 star NABERS Base building energy rating

(c) BESS score of 59%

(d) 49% reduction in heating and cooling

(e) CO monitoring for car parks

(f) Photovoltaic panels

(g) Extensive bicycle parking

196. Council's ESD advisor has reviewed the SMP as has identified that there is a deficiency with the shading strategy for the building. The small horizontal overhangs and vertical fins are not considered sufficient to manage heat gain. To resolve this, the depth of the fins may need to be increased and/or glazing coefficients improved. This is a matter that can be resolved via permit condition.

197. Council's ESD advisor has also identified information that is omitted or unclear with the SMP provided and would need to be addressed by way of condition. This includes:

(a) Daylight modelling for a typical floor

(b) U Value, SHGC and VLT of the glazing solution proposed

(c) Preliminary energy modelling report

(d) Supporting details for Thermal Performance to be based on façade properties

(e) Supporting data for Green House Gas reduction credits

(f) Solar PV capacity

(g) Landscaping shown on terraces to be included in BESS scope

(h) A statement addressing how the building design has mitigated urban heat island is addressed

198. Council's ESD advisor has identified omitted information that has been provided with the application. This includes a Green Travel Plan and an operational waste management plan. These reports have been provided and will be discussed later in this report.

199. Council's ESD advisor has also included some additional suggestions for the applicant in their report. These are not considered necessary to be included as permit conditions, however have been provided to the permit applicant for information.

200. Five electric vehicle (EV) charging bays have been provided within Basement 1, which is supported. It has also been recommended by Council's Strategic Transport Unit that a minimum 40A single phase electrical sub circuit be provided throughout the car park to enable additional EV changing opportunities in the future. This can be readily included as a condition on any permit that issues.

201. Given the scale of the development, it is suggested that a post-construction review should be undertaken to demonstrate that the initiatives outlined in the SMP are achieved, including the 5 star Green Star rating.

202. Subject to the items identified above, the proposal will achieve an environmentally sustainable development in accordance with Council policies at clauses 22.16, 22.17 and clause 53.18 of the Yarra Planning Scheme.

Offsite amenity impacts

203. The key policy directives in relation to offsite amenity impacts are at clause 22.05 (Interface uses policy) and clause 22.10-3.8 (off-site amenity section of the Built form and design policy). These policies require consideration of the off-site impacts associated with loss of solar access, privacy and noise levels.

204. As identified in the site and surrounds description, there are some lawful caretaker's units located within the converted silos to the east of the proposed development. There is also an approved residential development proposed to the western side of Wellington Street, which falls within a Mixed Use Zone.

205. In the decision of No. 2-16 Northumberland Street, the Tribunal made the following comments in relation to offset amenity impacts to the caretaker dwellings at this site at Paragraph 60:

    (a) *Pursuant to the provisions of this zone, detailed at clause 34.02, a dwelling other than a caretaker's dwelling is a prohibited use. As a consequence, the amenity expectations of persons residing in this zone need to be tempered. A standard of residential amenity commensurate with that experienced in exclusively residential areas and zones cannot reasonably be expected. Put differently, residential amenity should not prevail over the purposes and provisions of the zoning, which support and facilitate non-residential uses.*

206. However, this is not to suggest that off-site amenity impacts are not relevant, as was explained in Paragraph 38 of the Decision of *Krowlikowski & Anor v Yarra CC & Anor*:

    (a) *This, however, does not mean that the amenity impacts of the proposal are irrelevant. Indeed, both the zone provisions and the applicable policies all make it clear that decision makers must consider the effect of proposed use and development on the amenity of the area.*

Solar access

207. Acknowledging the decision of Krowlikowski, the Tribunal decision for No. 2-16 Northumberland Street stated the following in paragraph 64 in relation to the anticipated shadow impacts on the caretaker's residents at No. 21 Northumberland Street:

    (a) *We have no reasonable basis to require a modification to the proposed built form arising from its proximity to the neighbouring former distillery complex.*

208. The shadow cast by No. 2-16 Northumberland Street would be significantly greater on the silos given that it is to the north, with the tower element extending approximately 60m in length. Given that the Tribunal was accepting of the shadow impacts from the development at No. 2-16 Northumberland Street, it follows that there would be no reason to require any changes to the current proposal as a result of the shadows it is casting to this site.

209. The proposed apartments to the west of Wellington Street at No.1-57 Wellington Street are to be located at Level 1 and above (with ground level occupied by commercial uses). As discussed earlier, the shadow diagrams for the amended proposal demonstrate that the shadow cast by the development at 11am would not fall on the western footpath, let alone the dwellings within 1-57 Wellington Street. Based on the shadow plans for the amended proposal, it would be expected that there will be some additional shadow impact at 9am to the balconies of the lowermost apartments, however by 10am, it would be expected that the shadows is largely shifted off these dwellings. The limited extent of additional overshadowing to these future balconies is considered acceptable, noting also that these apartments would also have access to a generous roof top terrace that is proposed as part of this development.



Figure 36: 9am and 10am shadows for the amended proposal

Privacy

210. There are no concerns with regard to a loss of privacy as a result of the proposed development. There are no habitable room windows within 9m of the development. While there are windows within the silos that may be used for residential purposes, these are located approximately 15m from the subject site.

211. There are also habitable room windows facing the subject site proposed within the approved development at 1-57 Wellington Street on the opposite side of Wellington Street. These are approximately 20m from the subject.

212. There are no other nearby residents either existing or proposed that would likely be affected.

Noise

213. An acoustic report prepared by AECOM Australia was submitted with the application detailing potential noise impacts as a result of the development. This has been reviewed by SLR Consulting with their full comments attached to this report. In summary, they have indicated that residents of the silos development may be impacted by noise exceedances of SEPP N-1 due to mechanical plant noise. It has been recommended that further testing of sensitive receivers be undertaken.

214. While the Tribunal decision of No. 2-16 Northumberland Street did not accept that there was a reasonable basis to require a modification of the built form arising from its proximity to the neighbouring distillery complex, they did include permit conditions requiring additional acoustic measures, including compliance with SEPP N-1. A similar approach should be taken for the current application.

215. Council's Acoustic consultant also suggested that an assessment of the food and drink premises would be needed if it were to open outside standard daytime hours. As the food and drink premises is only proposed to open between 7am to 6pm, this is not considered necessary. However, the recommendation to restrict any music played to background music levels is recommended on any permit that issues.

Equitable Development

216. Above the podium, the building proposes setbacks of 3.14m from the eastern boundary and approximately 3m from the southern boundary. Council's external urban designer has recommended that these be increased to 6m above Level 9 for the purpose of maintaining equitable access to daylight and amenity. This is not considered necessary as discussed in the following sections.

217. In relation to the interface to the east, the heritage significance of the former distillery building severely restrains any future development of this site, however, in the unlikely event that this site was to develop, it is considered that the 3m setback above the podium would facilitate equitable access to daylight for any commercial purposes (noting that residential uses are prohibited within the Commercial 2 Zone)

218. In relation to the sites to the south, these are narrow sites that would likely seek to develop to the boundary, thus a setback of either 3m or 6m would be inconsequential. In the event that a number of sites were consolidated into a single development site, the combination of the 3m setback and the unimpeded frontage to Wellington Street would facilitate equitable opportunities for access to daylight and amenity – noting also that these sites are within a Commercial 2 Zone, where residential uses would be prohibited.

219. Furthermore, upper level setbacks in the range of 3m are typical of recent developments along Wellington Street. This includes No. 2-16 Northumberland Street to the north, which is set back 3m from its neighbouring properties at its northern end to a similar height to the subject site. For the reasons discussed above, it is not considered that further changes are required for equitable development opportunities.

Car parking/traffic;

Car parking provision

220. DDO11 encourages the number of vehicle access points to a site to be limited and where possible consolidated and shared with adjoining sites. The impact of traffic and parking generated by the proposal on the local road network must also be considered.

221. The current application seeks a statutory car parking reduction of 484 car parking spaces, with a total of 81 car spaces provided.

222. The decision guidelines at clause 52.06-7 to be considered include a car parking demand assessment, the availability of car parking in the locality, on-street parking in non-residential zones, any car parking deficiency associated with the existing use of the land, the impact of fewer car spaces on local amenity, and access to or provision of alternative transport modes to or from the land.

223. Having regard to the decision guidelines of clause 52.06-7, the reduction is considered acceptable on the following basis:

    (a) The excellent accessibility of the site to public transport and the on-road bicycle network provides an alternative to staff of the office building and food and drink premises.

    (b) Given the limited on-street parking within the vicinity of the site, on-street parking would not be a practical option for employees of the site.

    (c) The proposal includes a generous provision of bicycle parking and end of trip facilities.

    (d) A Green Travel Plan has been prepared that outlines measures to encourage staff to use sustainable modes of transport. (as discussed below)

    (e) The customers of the food and drink premises are likely to be from the office tenancies within the building, or from nearby sites.

224. Council engineers have also advised in their referral comments that they are satisfied that the operation of the new office and food and drink premises should not adversely impact on the existing parking conditions in the area, given that they are already constrained.

225. The approved development at No. 2-16 Northumberland Street, Collingwood provides a statutory reduction of 405 car spaces, with 136 car spaces provided on site. The reduction in the car parking requirements was discussed within the VCAT decision, with the following position formed at paragraph 54:

    (a) *We have concluded that the reduced car parking provision is justified in the circumstances of this application. In doing so, we have had regard to the location within an inner city environment that is earmarked as an employment precinct, with convenient access to a range of alternative transport modes and a constrained supply of on-street parking. We consider that the reduced parking provision will not compromise the viability of the development or precinct, nor will it result in an unacceptable demand for on-street parking, given the saturated conditions that are presently experienced.*

226. While the current application seeks a greater reduction than sought at No. 2-16 Northumberland Street, the principles to which the Tribunal found the reduction acceptable apply equally to the subject site.

227. In its decision at No. 2-16 Northumberland Street, the Tribunal also noted at paragraph 55 that:

    (a) *To constrain development of the land for a purpose that is in accordance with the zone purpose on the basis of car parking provision would not be consistent with the policy framework when read as a whole. This includes policies aimed at fostering economic development, employment and environmental sustainability.*

228. Furthermore, to support a reduced reliance on private vehicles, a Green Travel Plan (GTP) has been prepared and submitted with the application. This has been reviewed by Council's Strategic Transport Unit, who were largely supportive of the initiatives proposed. However they have recommended that the GTP be updated to also include the following information;

(a) Types of lockers within the change-room facilities, with at least 50% of lockers providing hanging storage space

(b) Security arrangements to access the employee bicycle storage space and

(c) Signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3

229. A revised GTP addressing these matters can be required via permit condition, if one is to issue.

230. For the reasons discussed above, the reduction in the statutory car parking requirements is supported.

Car parking design

231. Pursuant to clause 22.10-3.10, car parking areas should be concealed from street frontages, conveniently located, secure, allow safe and efficient movements, avoid tandem spaces and be well ventilated. The proposed basement car park is consistent with this policy also being secure and fitted with CO^2 monitoring.

232. Council's Engineers have reviewed the car parking layout and access arrangements. They have advised that this is largely satisfactory subject to the following items being addressed:

(a) A pedestrian sightline triangle (2m x 2.5m) to be superimposed on the drawings at the exit point from the site

(b) Columns that are non-compliant with Diagram 1 of clause 52.06-9) are to be repositioned or redesigned so that they do not encroach upon the parking space

(c) 1:8 transition grades at the base of vehicle ramps are to be a minimum of 2.5m in length

233. These matters could be readily addressed via condition on any permit that issues.

Traffic impacts

234. The traffic report submitted with the application anticipates the following movements in and out of the site:

(a) AM Peak – 10% outbound (8 trips), 90% inbound (78 trips) and

(b) PM peak – 90% outbound (74 trips), 10% inbound (8 trips)

235. A SIDRA analysis was undertaken for the intersection of Northumberland and Wellington Streets to assess the potential impact from the additional movements contributed by the proposed development. The modelling also included the anticipated movements from the development at No. 2-16 Wellington Street. The anticipated traffic movements created by the proposed development have been reviewed by Council's Traffic Engineers and deemed to be acceptable.

236. However Council's Engineers have identified that there may be a conflict point at the western end of Northumberland Street, consequent to the parallel parking along the north of the street reducing the carriageway width and preventing the passing of vehicles. Further information is required in relation to how these conflicts will be managed. This will be requested via a Road Safety Audit to further analyse the vehicle movements within Northumberland Street, prior to the endorsement of plans.

237. The initial external urban design advice provided to Council recommended that a basement level be deleted to reduce conflicts with pedestrians and cyclists. This is not considered necessary. As identified above, the additional vehicle movements are considered acceptable. While further information is required to demonstrate how cars will navigate passing movements in Northumberland Street, it is not anticipated that these movements will impact upon the safety of pedestrians or cyclists.

238. Furthermore, in response to the external urban design comments, it is considered that the proposed development will improve the bicycle and pedestrian safety from the existing conditions by removing two double-crossovers along Wellington Street and widening the footpath (as discussed within the public realm improvements).

Bicycle facilities;

239. The proposal contains a total of 180 staff bicycle parking spaces with a minimum of 20% horizontal spaces. End of trip facilities (showers/change areas) and a total of 330 lockers are proposed on the ground floor of the development, accessible from a corridor connected to Northumberland Street.

240. Council's Strategic Transport Unit recommended that the staff bicycle provision be increased from 180 spaces to 186 spaces to achieve BESS best practice of 1 space per 100sqm. Given the significant shortfall in on-site parking, it is considered appropriate to require bicycle parking to achieve best practice. This can be conditioned on any permit that issues.

241. Council's Strategic Transport Unit is supportive of the design and location of the bicycle spaces noting that bicycle parking is located within a secure facility at ground floor, in an easily accessible location. They also note that the bicycle parking is designed in accordance with AS2890.3 with at least 20% of employee spaces being provided as horizontal ground floor spaces. It will be important that the design and layout of the bicycle spaces is not compromised by the additional capacity as discussed above.

242. There are 28 visitor bicycle spaces provided along Northumberland Street within the ground floor setback area. Council's Strategic Transport Unit also encourages that BESS best practice of 1 visitor space per 500sqm of office floor space is met, this equates to 38 visitor spaces. The Strategic Transport Unit have recommended that this could be accommodated along Wellington Street. This is considered a reasonable request given the site's connectivity to the bicycle network and the absence of onsite visitor car parking. This could be conditioned on any permit that issues.

243. While the design of the visitor bicycle spaces is largely supported by Council's strategic transport unit, they have suggested that the hoops are angled to maximise the width of the pedestrian accessway. This amendments should be made within the revised public realm plan previous discussed.

Building services

244. The decision guidelines for buildings and works within the Commercial 2 Zone (Clause 34.02-7), requires consideration of the availability of and connection to services. Clause 22.10-3.11 provides guidance for the design of building services to be appropriately sited and blended into the design of new buildings. This policy also encourages ancillary services to be concealed from the front, side and rear boundary view.

245. The proposed development contains building services largely within the basement levels or internal to the building where they are concealed from view, consistent with clause 22.10-3.11. Notably, the substation is located within the basement where it will not impact upon the streetscape presentation. At street level, it is proposed to include a fire booster cabinet and a fire control room along Northumberland Street, comprising a length of 6.5m. This is considered a modest proportion of the 45.87m frontage. A gas cupboard is also proposed at the southern end of the Wellington Street frontage, with a width of approximately 4m, this is also considered a modest proportion of the 46.4m wide frontage to Wellington Street. The provision of services at street level is considered acceptable and is not anticipated to adversely impact the public realm presentation of the proposed development.

246. A generous roof top services area is proposed, which is to be concealed by a 5m high plant screen. The screen is also intended to conceal the extensive PV solar array which is proposed above the services room. The plant area (and screen), is set back from the building parapet by a minimum of 3m from the north and south boundaries, 2.5m from Wellington Street and approximately 1.5m from the eastern boundary. The services screen is proposed to consist of white metal vertical louvers. It is suggested that a more muted tone, such as light grey would better limit the prominence of the service screen.

This will be included as a condition accordingly. Subject to a light grey finish, it is considered that the location and material of the screen will assist in minimising its visual impact on the overall development. This is considered an acceptable response.

247. Pursuant to Amendment VC142 (gazetted 31 July 2018), the statutory requirement for a loading bay was removed from the Planning Scheme, however a decision guideline was added at clause 65.01 requiring consideration of the adequacy of loading and unloading facilities and associated amenity, traffic flow and road safety impacts. Clause 22.10-3.10 provides additional guidance for loading bays in non-residential development to be:
    (a) Clearly separated and screened from pedestrian areas;
    (b) In the case of larger sites, allow for vehicle turning to prevent reversing onto and off the site;
    (c) Provide for loading and unloading to occur entirely off street; and
    (d) Be concealed from the frontage and street corner.
248. There is a designated delivery bay within Basement 1 that would be able to cater for small vans/commercial vehicles. This would accommodate the demand for day-to-day deliveries to the site, however would not accommodate larger delivers such as furniture removalists. However, this would be an infrequent occurrence to warrant a larger on-site loading bay. Furthermore, this would likely to require a larger vehicle opening to the street, which in turn would be more detrimental to the site. The loading arrangements have also been reviewed by Council's Engineers who have deemed this to be satisfactory.
249. A waste storage room is provided adjacent to the vehicle entry/exit. A waste management plan (WMP) was also submitted with the application. The WMP indicates that waste will be collected on site by a 6.4m long small rigid vehicle. The truck is to reverse into the site outside peak hours. The waste contractor would then be responsible for transporting bins to and from the bin store during collection time.
250. The WMP has been reviewed by Council's City Works Unit. They have raised concerns with the current plan noting that:
    (a) The number of collections is excessive and should be reduced
    (b) Detail on managing hard waste is required
    (c) An explanation on how risk associated with the waste management and collection process will be managed.
    (d) A clause is required within the WMP that would require the potential review if the operational requirements are to change.
251. These matters can be readily addressed by way of permit condition.

Objector concerns

252. Matters raised by objectors that have been addressed within the body of the report are summarised below with associated paragraph references:
    (a) design (height, scale, bulk, character); discussed in paragraphs 135 to 168;
    (b) heritage; discussed in paragraphs 170 to 176;
    (c) amenity (overlooking, overshadowing, loss of light); discussed in paragraphs 203 to 219;
    (d) traffic and car parking; discussed in paragraphs 220 to 238; and
    (e) wind impacts; discussed in paragraphs 188-190.
253. Matters raised in objectors that are not addressed within the report are discussed below:
    (a) Lack of office demand;

(i) Office is as-of-right within the Commercial 2 Zone, therefore the appropriateness of this use is not a relevant consideration. Nevertheless, an office development is supported by strategic policy as discussed at paragraph 124.

(b) construction impacts

(i) Construction impacts are not relevant in the consideration of whether a proposal is acceptable. A Construction Management Plan is recommended as a standard condition on any permit that issues to manage impacts during the construction stage. Construction impacts on adjacent properties would also be further considered during the building permit stage.

(c) loss of views

(i) Although impact upon views can be considered amongst the amenity impacts of a proposal, there cannot be considered a right to any particular view. In the absence of particular planning controls which might require the protection of, or sharing of views, loss of views is usually afforded very limited weight.

(d) impact on property values

(i) Property values are speculative and not a planning matter. Fluctuations in property prices are not a relevant consideration in assessing an application under the provisions of the *Planning & Environment Act* 1987, or the Yarra Planning Scheme.

Conclusion

254. The proposal is an appropriate site-responsive development that will further implement the strategic objectives of the Gipps Street Employment Precinct, whilst making a positive contribution to the streetscape and the emerging built form character of this part of Collingwood, consistent with the policy aspirations for the area.

255. The innovative timber frame construction, extensive PV solar array and generous bicycle parking and end of trip facilities will also reinforce Council's policy directives for an environmentally sustainable future.

RECOMMENDATION

That having considered all objections and relevant planning policies, the Committee resolves to notify the Victorian Civil and Administrative Tribunal and all parties that had Council been in a position to determine the application, it would have issued a Notice of Decision to Grant a Planning Permit PLN19/0450 for construction of a multi-storey office building, use of the land for food and drink premises and a reduction in car parking requirements at 36-52 Wellington Street, Collingwood, subject to the following conditions:

1. Before the development starts 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 identified as TP0-100 – TP9-101 dated 31 January 2020, prepared by Jackson Clements Burrows Architects but modified to show:

(a) The height of the western portion of the building reduced by increasing the setback of Level 12 by 11m from the western boundary (i.e. to match Level 13), with subsequent relocation of the Level 13 terrace to Level 12;

(b) Café relabelled as 'Food and Drink (café) Tenancy 1' and the food and drink premises relabelled as 'Food and Drink Tenancy 2'

(c) Size of the rainwater tank to be annotated;

(d) Timber frame construction to be referenced on the section drawings;

(e) A pedestrian sightline triangle (2m x 2.5m) to be superimposed on the drawings at the exit point from the site

(f) Columns that are non-compliant with Diagram 1 of clause 52.06-9 repositioned or redesigned to not encroach upon the parking space

(g) 1:8 transition grades at the base of vehicle ramps to be a minimum of 2.5m in length.

(h) Revised vehicle crossover cross-sectional drawing in accordance with the City of Yarra Vehicle Crossings Information Sheet demonstrating that a 99th percentile vehicle profile can traverse the crossover;

(i) Changes as a result of the road safety audit if required by the responsible authority;

(j) Minimum 1.5m wide footpath area clear of any obstructions (e.g. street furniture, bicycle parking areas, street tree pits etc.) identified along Northumberland Street;

(k) Minimum 3.5m clearance in radius is provided from the existing street trees along Wellington Street;

(l) Roof top services screen modified from white to be a light grey colour finish;

(m) Additional staff bicycle spaces to achieve BESS best practice (i.e. total of 186)

(n) Any requirement of the endorsed Façade Strategy and materials and Finishes plan, where relevant show on the plans in accordance with condition 4;

(o) any requirement of the endorsed Sustainable Management Plan, where relevant to show on plans in accordance with Condition 9;

(p) any requirement of the endorsed Waste Management Plan, where relevant to show on plans in accordance with Condition 12;

(q) any requirement of the endorsed Acoustic Report, where relevant to show on plans in accordance with Condition 15;

(r) any requirement of the endorsed Wind Report, where relevant to show on plans in accordance with Condition 19; and

(s) Any requirement of eth endorsed landscaping plan, where relevant to shown on plans in accordance with Condition 17.

2. The use and development as shown on the endorsed plans must not be altered without the prior written consent of the responsible authority.

3. As part of the ongoing consultant team, Jackson Clements Burrows 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.

Façade Strategy

4. 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) elevation drawings at a scale of 1:20 illustrating typical podium details, entries and doors, and utilities and typical tower facade details including;

(i) the use of actual bricks (i.e. not snaplock) within the podium

(ii) timber frame construction

(b) section drawings to demonstrate façade systems, including fixing details and joints between materials or changes in form;

(c) information about how the façade will be maintained; and

(d) a sample board and coloured drawings outlining colours, materials and finishes

Food and drink premises use

5. Except with the prior written consent of the responsible authority, the food and drink premises (incl. café) may only operate between the hours of 7.00am and 6.00pm, seven days per week.

6. No more than 20 patrons are permitted within the Food and Drink (café) Tenancy 1 at any one time.

7. No more than 130 patrons are permitted within Food and Drink Tenancy 2 at any one time.

8. The provision of music and entertainment within the food and drink premises (incl. café) must be at a background noise level.

Sustainable Management Plan

9. Before the development starts, 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 Aurecon prepared on 28 June 2019, but modified to include or show:

(a) A more comprehensive shading strategy

(b) Daylight modelling for a typical floor

(c) U-Value, Solar Heat Gain Coefficient and Visible Light Transmission of the glazing solution proposed

(d) Preliminary energy modelling report

(e) Supporting details for Thermal Performance based on façade properties

(f) Supporting data for Green House Gas reduction credits

(g) Solar photovoltaic system capacity

(h) Landscaping shown on terraces to be included in BESS scope

(i) A statement addressing how the building design has mitigated urban heat island

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, or by such later date as approved in writing by the Responsible Authority, 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 endorsed Sustainability Management Plan pursuant to Condition 9 have been implemented, including a 5 star Green Star rating.

Waste Management Plan

12. Before the development commences, an amended Waste Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Waste Management Plan will be endorsed and will form part of this permit. The amended Waste Management Plan must be generally in accordance with the Waste Management Plan prepared by Aecom and dated 15 August 2019, but modified to include (or show/address):
    (a) Reduce the number of waste collections required;
    (b) Detail on managing hard waste;
    (c) An explanation on how risk associated with the waste management and collection process will be managed.
    (d) A clause that would require the review of the waste management plan if the operational requirements are to change.
13. The provisions, recommendations and requirements of the endorsed Waste Management Plan must be implemented and complied with to the satisfaction of the responsible authority.
14. The collection of waste from the site must be by private collection, unless with the prior written consent of the responsible authority.

Acoustic report

15. Before the development commences, an amended Acoustic Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Acoustic Report will be endorsed and will form part of this permit. The amended Acoustic Report must be generally in accordance with the Acoustic Report prepared by Aecom and dated 28 June 2019, but modified to include (or show, or address):
    (a) The exact locations of all sensitive receiver locations clearly indicated in the report;
    (b) SEPP N-1 noise limits determined from all receivers potentially affected by noise from the development; and
    (c) An assessment of noise from all mechanical plan and equipment to be conducted during the detailed design phase of the project, to ensure that SEPP N-1 noise limits are not exceeded.
16. The provisions, recommendations and requirements of the endorsed Acoustic Report must be implemented and complied with to the satisfaction of the responsible authority.

Landscape Plan

17. Before the development commences, a Landscape Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Landscape Plan will be endorsed and will form part of this permit.

The Landscape Plan must be generally in accordance with the Landscape Town Planning Report prepared by Openwork Pty Ltd and dated 10 September 2019, but modified to include (or show):

(a) Planting within the title boundaries;

(b) The planter boxes extended along the southern side of the Level 4 terrace

(c) Detailed planting plan showing the type, location, quantity, height at maturity and botanical names of all proposed plants;

(d) Confirm plants are not on the *DELWP Advisory List of Environmental Weeds in Victoria;*

(e) detail of supporting structures for any vertical and cascading plants (if proposed);

(f) provide a specification of works to be undertaken prior to planting; and

(g) detail plant/planting maintenance schedules and requirements

to the satisfaction of the responsible authority.

18. Before the development 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.

Wind Assessment Report

19. Before the development starts, a Wind Assessment to the satisfaction of the responsible authority must be submitted to, and approved by, the responsible authority. When approved, the Wind Assessment will be endorsed and will form part of this permit. The Wind Assessment must address (include/show):

    (a) Wind tunnel testing to verify the assumptions within the desktop study prepared by Windtech and dated 21 August 2019;

    (b) Achieve recommended criteria without the reliance on vegetation

20. The provisions, recommendations and requirements of the endorsed Wind Assessment Report must be implemented and complied with to the satisfaction of the responsible authority.

Public Realm works

21. Before the development starts, an amended Public Realm Plan to the satisfaction of the responsible authority must be submitted to, and approved by, the responsible authority. When approved, the Public Realm Plan will be endorsed and will then form part of this Permit. The public realm works must be generally in accordance with the Landscape Town Planning Report prepared by Openwork Pty Ltd and dated 10 September 2019, but modified to show:

    (a) Clear distinction between existing and proposed street trees.

(b) Street tree planting along Northumberland Street to have regard to:

(i) any underground services

(ii) Shading from the development to the north

(iii) Soil volumes

(iv) Root impact on surface treatments

(c) Minimum 1.5m wide footpath area adjacent Northumberland Street that is clear of any obstructions (e.g. street furniture, bicycle parking areas, street trees pits etc);

(d) On-street parking bays and line marking that are impacted by the proposal.

(e) Existing and proposed power/light poles;

(f) Spot levels, falls/grading along the footpath interfaces.

(g) Indication of surface drainage type, locations and materiality

(h) Clarify whether tactile indicators and/or handrails are required and demonstrate that these will not obstruct any desired pedestrian line of travel

(i) Replace brick pavers within in the public realm (incl. road) with an alternative material in accordance with the City of Yarra's Public Domain Manual and smooth for cyclists;

(j) Delineation of the title boundaries (e.g. non slip/trip metal banding)

(k) Delete the planter box seat next to the vehicle entrance;

(l) Provision for 5 bicycle hoops and a bench seat along Wellington Street in accordance with the City of Yarra's Public Domain Manual;

(m) Bicycle hoops along Northumberland Street and Wellington Street to be angled to maximise the pedestrian accessway width;

(n) Heritage interpretation programme to include signage near the corner of Northumberland and Wellington Streets that provides a brief illustrated history of the old Victoria Distillery; and

(o) the raised concrete barrier for the Copenhagen lane extended across the reinstated vehicle crossing and any subsequent lane marking/painting.

22. The public realm works shown on the endorsed Public Realm Plan must be carried out and completed before the development is occupied or by such later date as approved in writing by the responsible authority, at the permit holder's cost and to the satisfaction of the responsible authority.

23. Prior commencement of the development authorised by this permit, or at a later date if agreed in writing by the responsible authority, the owner (or another person in anticipation of becoming the owner) must enter into an agreement with the Responsible Authority under Section 173 of the *Planning and Environment Act* 1987, which provides for the following:

(a) Minimum 1.5m wide footpath area adjacent to Northumberland Street as shown on the endorsed plans pursuant to condition 1 of this permit must remain unobstructed and maintained by the owner in good order, at no cost to Council, to the satisfaction of the Responsible Authority.

The owner, or other person in anticipation of becoming the owner, must meet all the expenses of the preparation and registration of the agreement, including the Responsible Authority's costs and expenses (including legal expenses) incidental to the preparation, registration and enforcement of the agreement.

Road Infrastructure

24. Prior to the endorsement of plans, a Road Safety Audit to assess and provide recommendations on the following:
    (a) How conflicts will be managed at the western end of Northumberland when parked cars are present
25. Before the development is occupied, or by such later date as approved in writing by the responsible authority, any new vehicle crossing must be constructed:
    (a) in accordance with any requirements or conditions imposed by Council;
    (b) at the permit holder's cost; and
    (c) to the satisfaction of the responsible authority.
26. Before the building is occupied, or by such later date as approved in writing by the responsible authority, any redundant vehicular crossings 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.
27. Before the development is occupied, or by such later date as approved in writing by the responsible authority, any damage to Council infrastructure resulting from the development reinstated:
    (a) at the permit holder's cost; and
    (b) to the satisfaction of the responsible authority.
28. All road pavement reinstatements must be consolidated as single full-width areas of reinstatement to reduce further construction joints in the pavement.

Car parking

29. Before the development 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; and
    (c) line-marked or provided with some adequate means of showing the car parking spaces

    to the satisfaction of the responsible authority.

Green Travel Plan

30. Before the development is occupied, an amended Green Travel Plan to the satisfaction of the responsible authority must be submitted to, and approved by, the responsible authority. When approved, the amended Green Travel Plan will be endorsed and will form part of this permit. The amended Green Travel Plan must be generally in accordance with the Green Travel Plan prepared by Aecom and dated 27 August 2019, but include the following:
    (a) Types of lockers within the change-room facilities, with at least 50% of lockers providing hanging storage space;

(b) Security arrangements to access the employee bicycle storage space; and

(c) Signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3.

31. The provisions, recommendations and requirements of the endorsed Green Travel Plan must be implemented and complied with to the satisfaction of the responsible authority.

Lighting

32. Before the development 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

33. Finished floor levels shown on the endorsed plans must not be altered or modified without the prior written consent of the responsible authority.

34. The amenity of the area must not be detrimentally affected by the construction and use, including through:

(a) the transport of materials, goods or commodities to or from land;

(b) the appearance of any buildings, works or materials;

(c) the emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil or

(d) the presence of vermin

to the satisfaction of the responsible authority.

35. Before the development 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.

36. All buildings and works must be maintained in good order and appearance to the satisfaction of the responsible authority.

37. All pipes, fixtures and fittings servicing any building on the land must be concealed in service ducts or otherwise hidden from view to the satisfaction of the responsible authority.

38. 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 7.00am or after 6.00pm;

(b) Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday) before 9.00am or after 3.00pm; or

(c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.

Tree Management Plan

39. Before the development commences, a Tree Management Plan to the satisfaction of the Responsible Authority must be prepared by a suitably qualified Arborist and must be submitted to and approved by the Responsible Authority. When approved the Tree Management Plan will be endorsed and will form part of this permit. The Tree Management Plan must make recommendations for:

    (a) the protection of the street trees adjacent to the Wellington Street frontage;

        (i) pre-construction;

        (ii) during construction; and

        (iii) post construction

    (b) the provision of any barriers;

    (c) any pruning necessary; and

    (d) watering and maintenance regimes,

    to the satisfaction of the Responsible Authority.

40. The provisions, recommendations and requirements of the endorsed Tree Management Plan must be complied with and implemented to the satisfaction of the Responsible Authority.

Construction Management

41. Before the development starts, 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 road 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

(vi) any site-specific requirements.

During the construction:

(q) any stormwater discharged into the stormwater drainage system must be in compliance with Environment Protection Authority guidelines;

(r) 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;

(s) vehicle borne material must not accumulate on the roads abutting the land;

(t) the cleaning of machinery and equipment must take place on the land and not on adjacent footpaths or roads; and

(u) all litter (including items such as cement bags, food packaging and plastic strapping) must be disposed of responsibly.

Time expiry

42. This permit will expire if:

    (a) The development is not started within two (2) years of the issue date of this Permit.

    (b) The development is not completed within four (4) years of the issue date of this Permit.

    (c) The use is not started within five (5) years of the issue date of this Permit.

    The Responsible Authority may extend the periods referred to if a request is made in writing before the permit expires or within six months afterwards for commencement or within twelve months afterwards for completion

Notes:

A building permit maybe required before development is commenced. Please contact Council's Building Services on 9205 5555 to confirm.

A vehicle crossing permit is required for the construction of the vehicle crossing(s). Please contact Council's Construction Management Branch on 9205 5555 for further information.

Provision must be made for drainage of the site to a legal point of discharge. Please contact Council's Building Services on 9205 5555 for further information.

Areas must be provided inside the property line and adjacent to the footpath to accommodate pits and meters. No private pits, valves or meters on Council property will be accepted.

All future employees within the development approved under this permit will not be permitted to obtain employee or visitor parking permits.

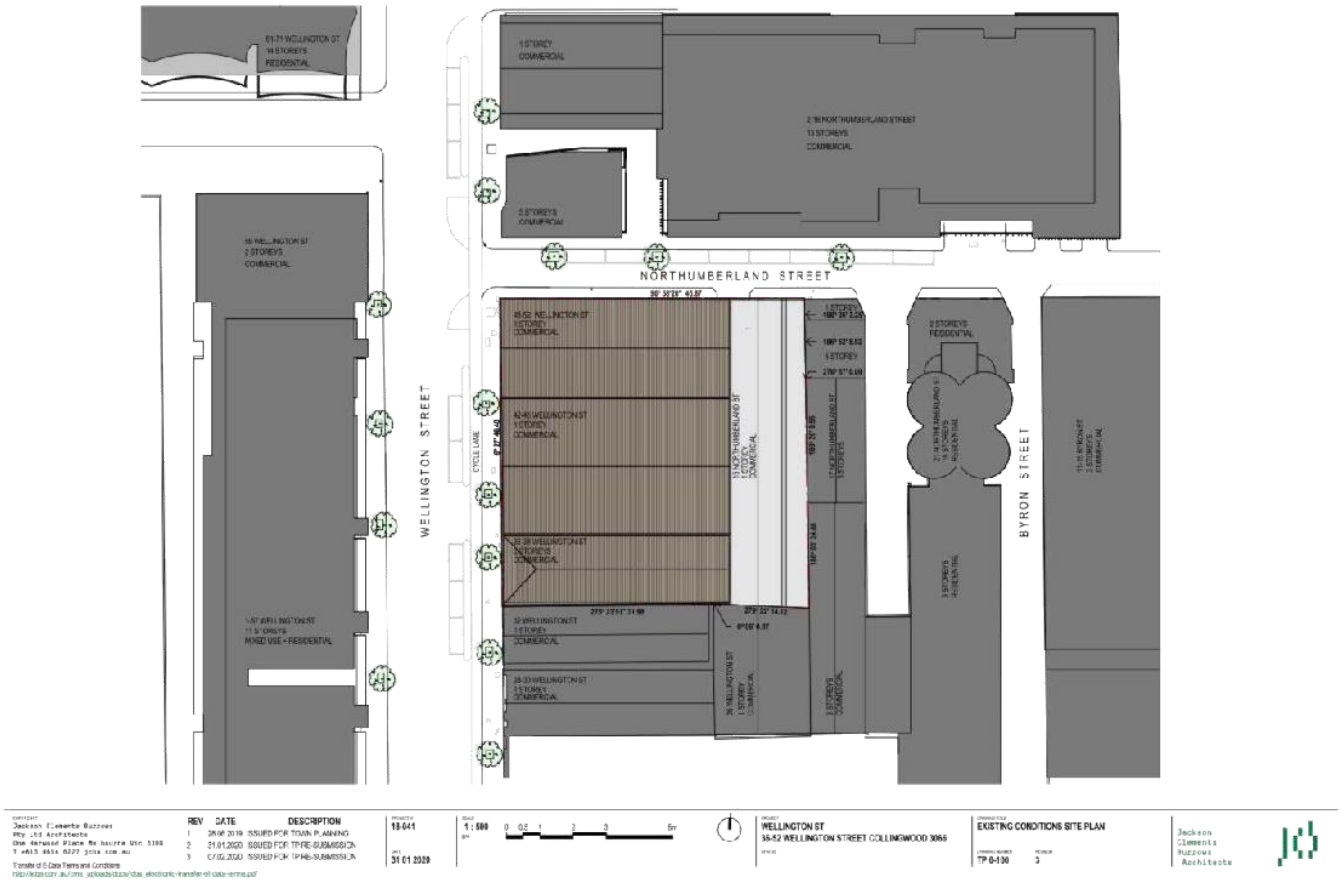
CONTACT OFFICER:	**Amy Hodgen**
TITLE:	**Senior Coordinator Statutory Planning**
TEL:	**9205 5330**

Attachments

1 VCAT Amended Plans
2 Zoning Map
3 Head, Department of Transport Referral Comments
4 External Urban Design Referral Comments (on VCAT Plans)
5 Heritage Referral Comments
6 Acoustic Referral Comments
7 Open Space/Internal Urban design referral comments on Public Realm
8 Open Space Referral Comments
9 Streetscapes and Natural Values Unit Referral Comments
10 Engineering Referral Comments
11 Strategic Transport Referral Comments
12 City Works Unit Referral Comments
13 Streetscape and Natural Values Referral Comments

Attachment 2 - IDAC Report 11 March 2020

Attachment 1 - VCAT Amended Plans



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36 WELLINGTON ST

COLLINGWOOD

TOWN PLANNING

JANUARY 2020

ARCHITECTURAL DRAWING SCHEDULE

DRAWING NUMBER	DRAWING TITLE	REV
TP		
TP 0-000	COVER SHEET	3
TP 0-100	EXISTING CONDITIONS SITE PLAN	0
TP 0-101	EXISTING NORTH ELEVATION	0
TP 0-102	EXISTING WEST ELEVATION	0
TP 1-100	PROPOSED SITE PLAN	4
TP 1-101	PROPOSED BASEMENT 02	4
TP 1-102	PROPOSED BASEMENT 01	4
TP 1-103	PROPOSED GROUND FLOOR PLAN	4
TP 1-104	PROPOSED MEZZANINE LEVEL PLAN	3
TP 1-105	PROPOSED LEVEL 01 & 02 PLAN	3
TP 1-106	PROPOSED LEVEL 03 PLAN	4
TP 1-107	PROPOSED LEVEL 04 & 05 PLAN	4
TP 1-108	PROPOSED LEVEL 06 PLAN	1
TP 1-109	PROPOSED LEVEL 09 -12 PLAN	1
TP 1-110	PROPOSED LEVEL 13 PLAN	3
TP 1-111	PROPOSED LEVEL 14 PLAN	4
TP 1-112	PROPOSED ROOF TOP PLAN	3
TP 2-101	NORTH ELEVATION	4
TP 2-102	EAST ELEVATION	4
TP 2-103	SOUTH ELEVATION	4
TP 2-104	WEST ELEVATION	4
TP 3-101	DETAIL ELEVATIONS	3
TP 3-101	SECTION AA	3
TP 3-102	SECTION BB	3
TP 3-103	SECTION CC	3
TP 3-104	TYPICAL SECTIONS	3
TP 9-101	MATERIALS SCHEDULE	4

AREA SCHEDULE LEVEL	OFFICE / F&D NSA m²	EXTERNAL TERRACE m²	GFA m²
B2			1965
B1			1965
G	581		1805
M			
1	1473		1795
2	1473		1795
3	1473		1795
4	1473		1795
5	1129	344	1734
6	1309		1633
7	1309		1633
8	1309		1633
9	1312		1633
10	1312		1633
11	1312		1633
12	1312		1633
13	916	415	1143
14	216		1143
ROOF			775
TOTALS	16,363 m²	465m²	28,685 m²
TOTAL PARKING	51 spaces		
TOTAL F&D	581 m²		
TOTAL OFFICE	15,272 m²		

REV	DATE	DESCRIPTION
1	29.05.2019	ISSUED FOR TOWN PLANNING
2	31.01.2020	ISSUED FOR TP RE-SUBMISSION
3	31.02.2020	ISSUED FOR TP RE-SUBMISSION

Jackson Clements Burrows Pty Ltd Architects
One Nauru Place Melbourne Vic 3000
T +613 9654 5271 jcb.com.au

Transfer of E-Data Terms and Conditions:
http://jcab.com.au/forms_uploads/Jackson_electronic-transfer-of-data-terms.pdf

PROJECT # 18-041
DATE 31 01 2020
SCALE 1 : 5 @A1

PROJECT WELLINGTON ST
16-52 WELLINGTON STREET COLLINGWOOD 3066

DRAWING TITLE COVER SHEET
DRAWING NUMBER TP 0-000
REVISION 3

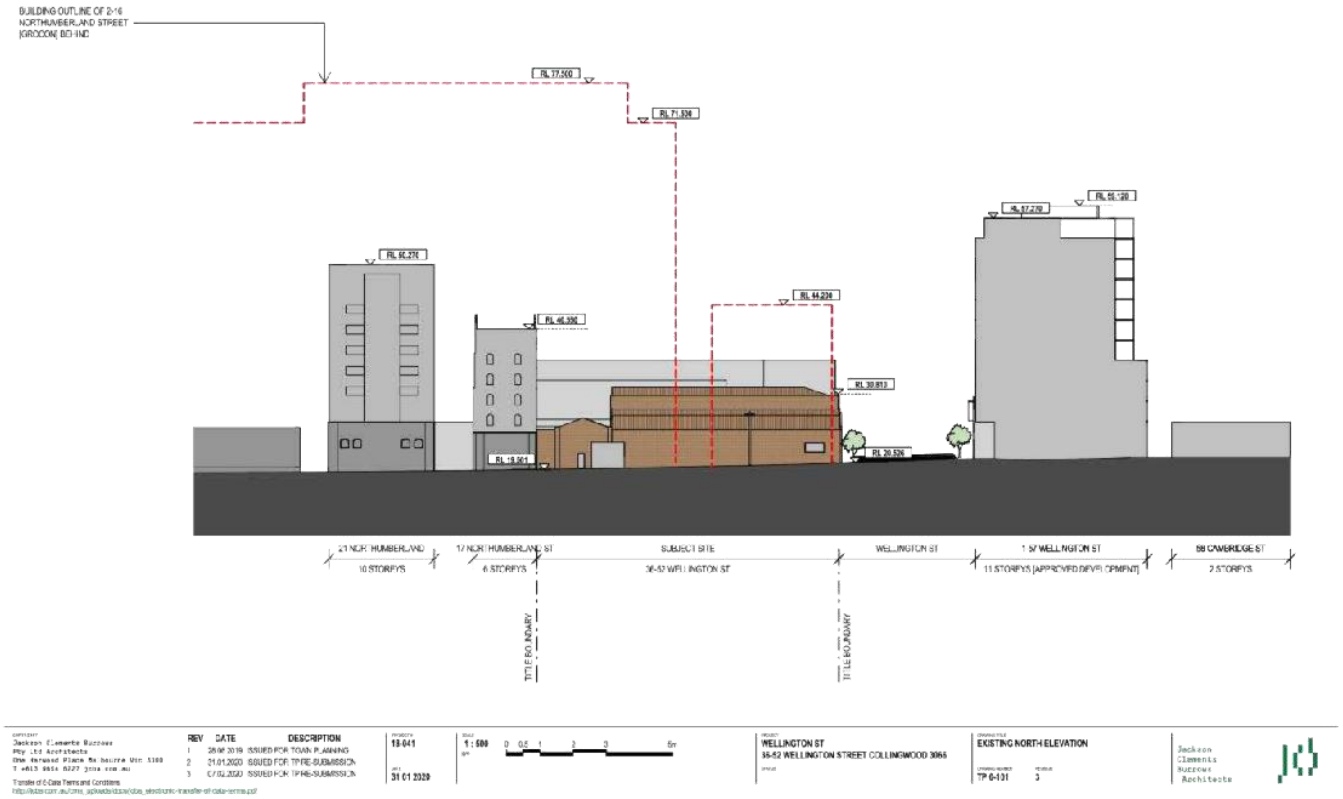
Jackson Clements Burrows Architects

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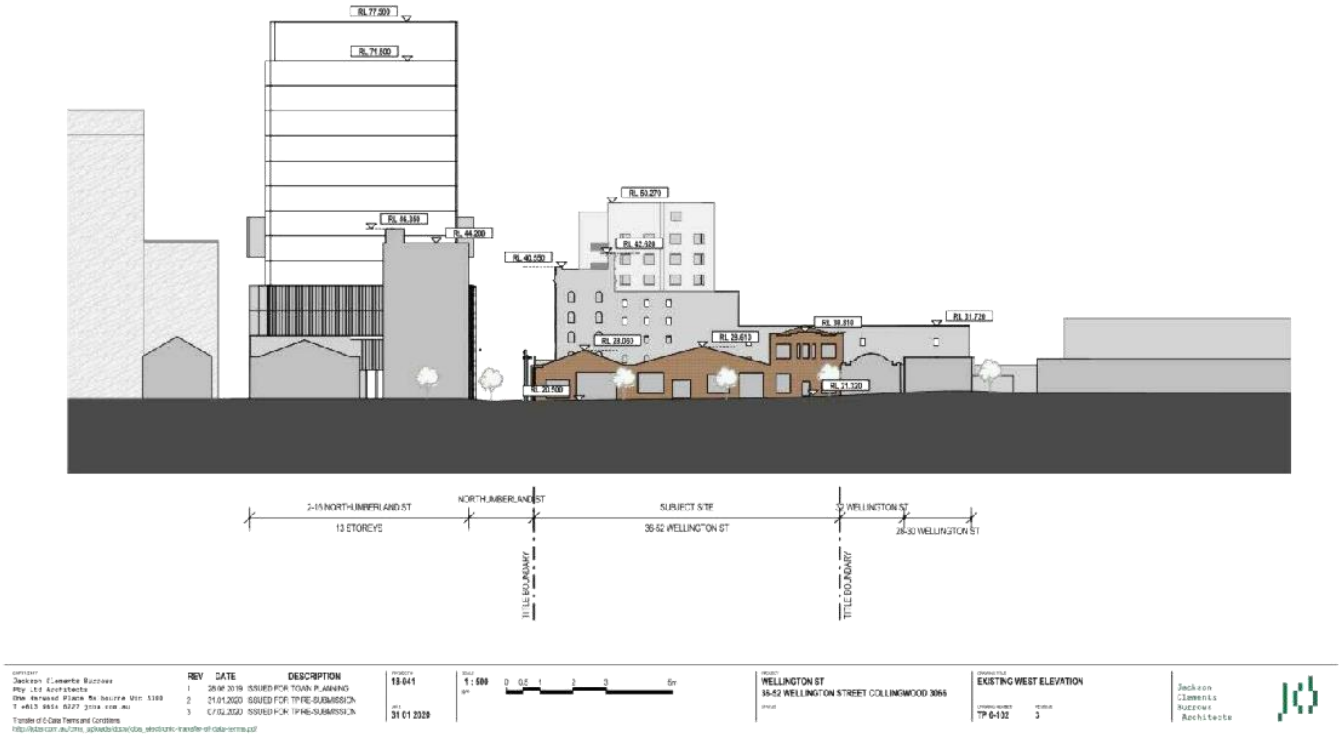
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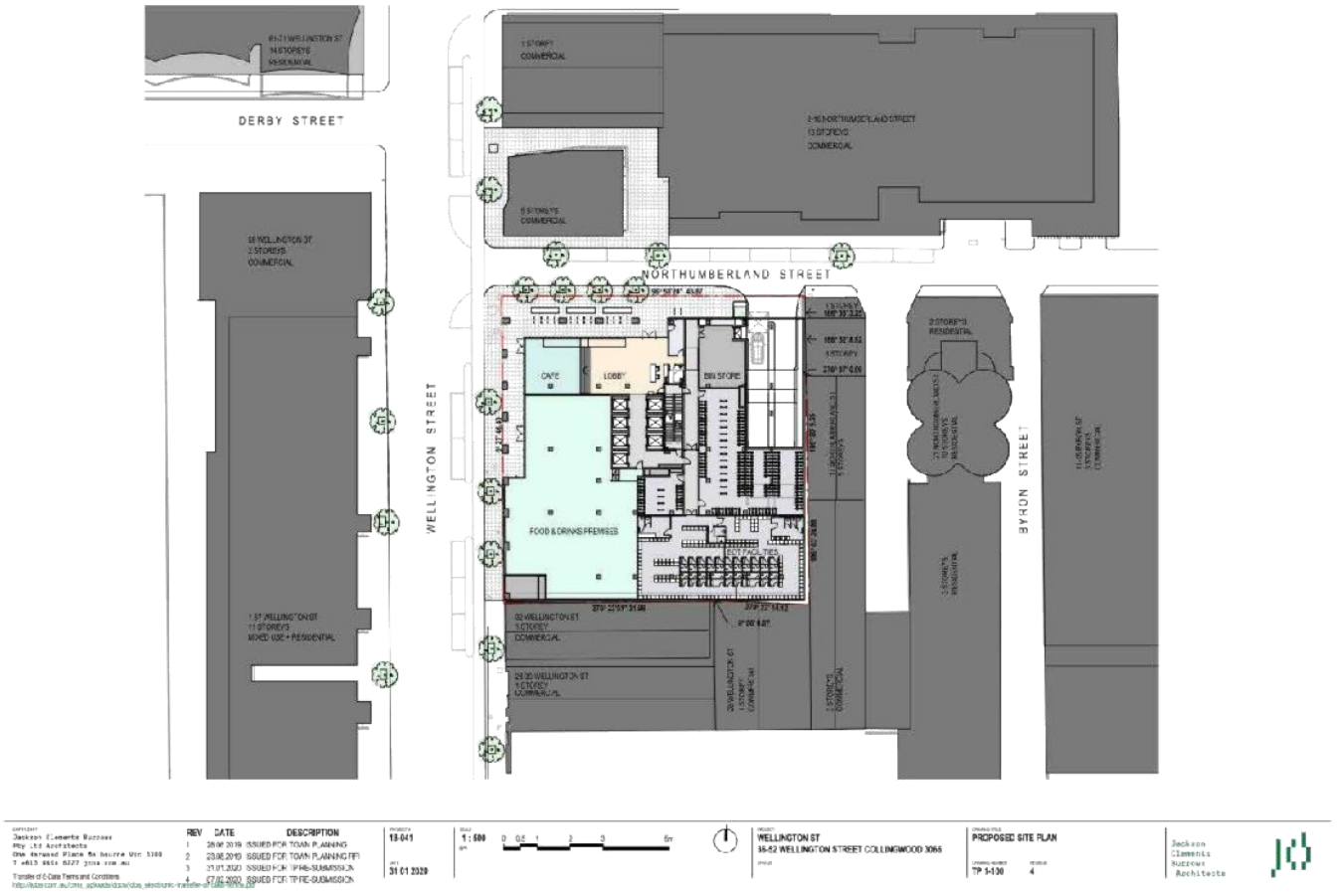
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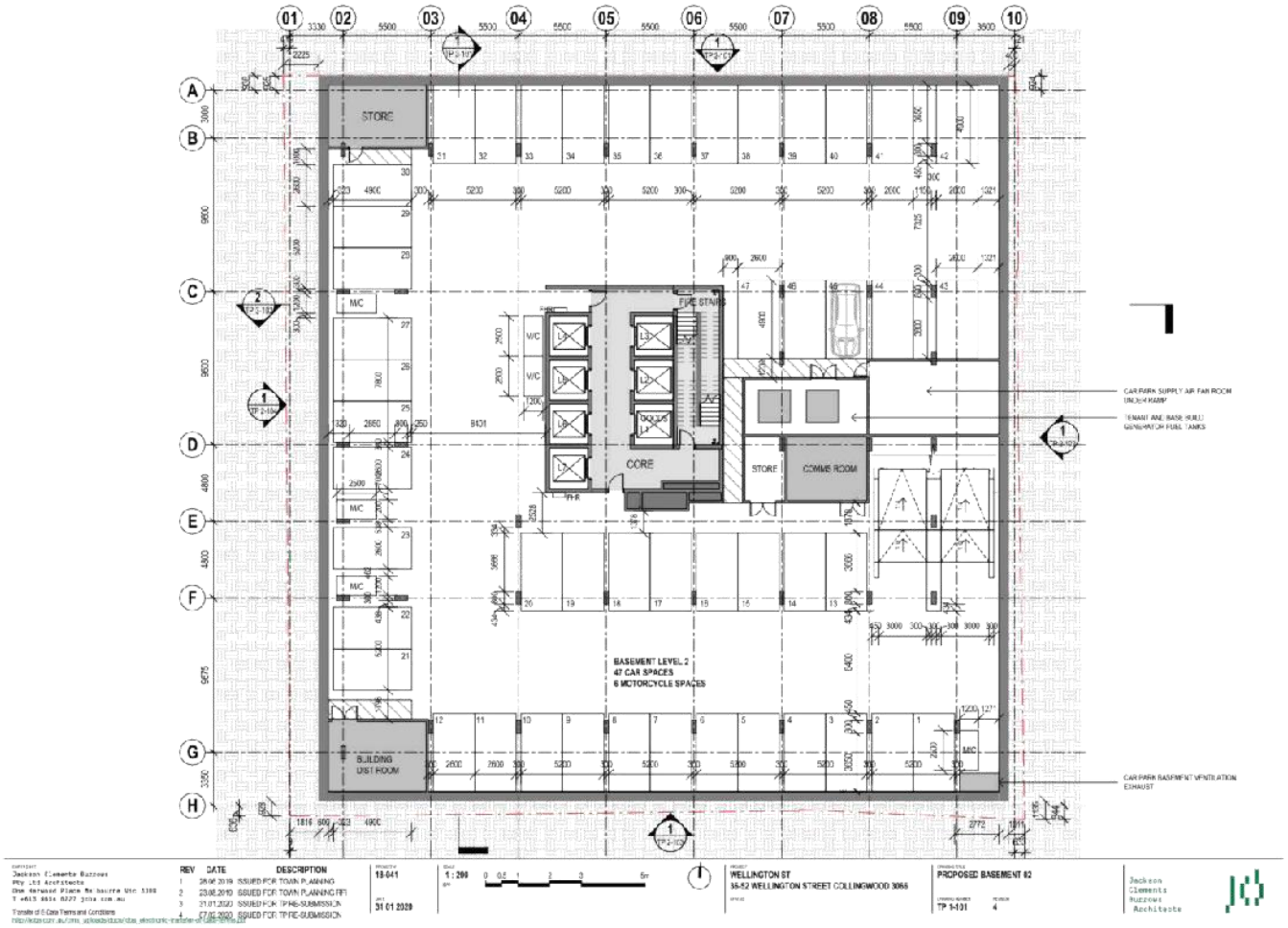
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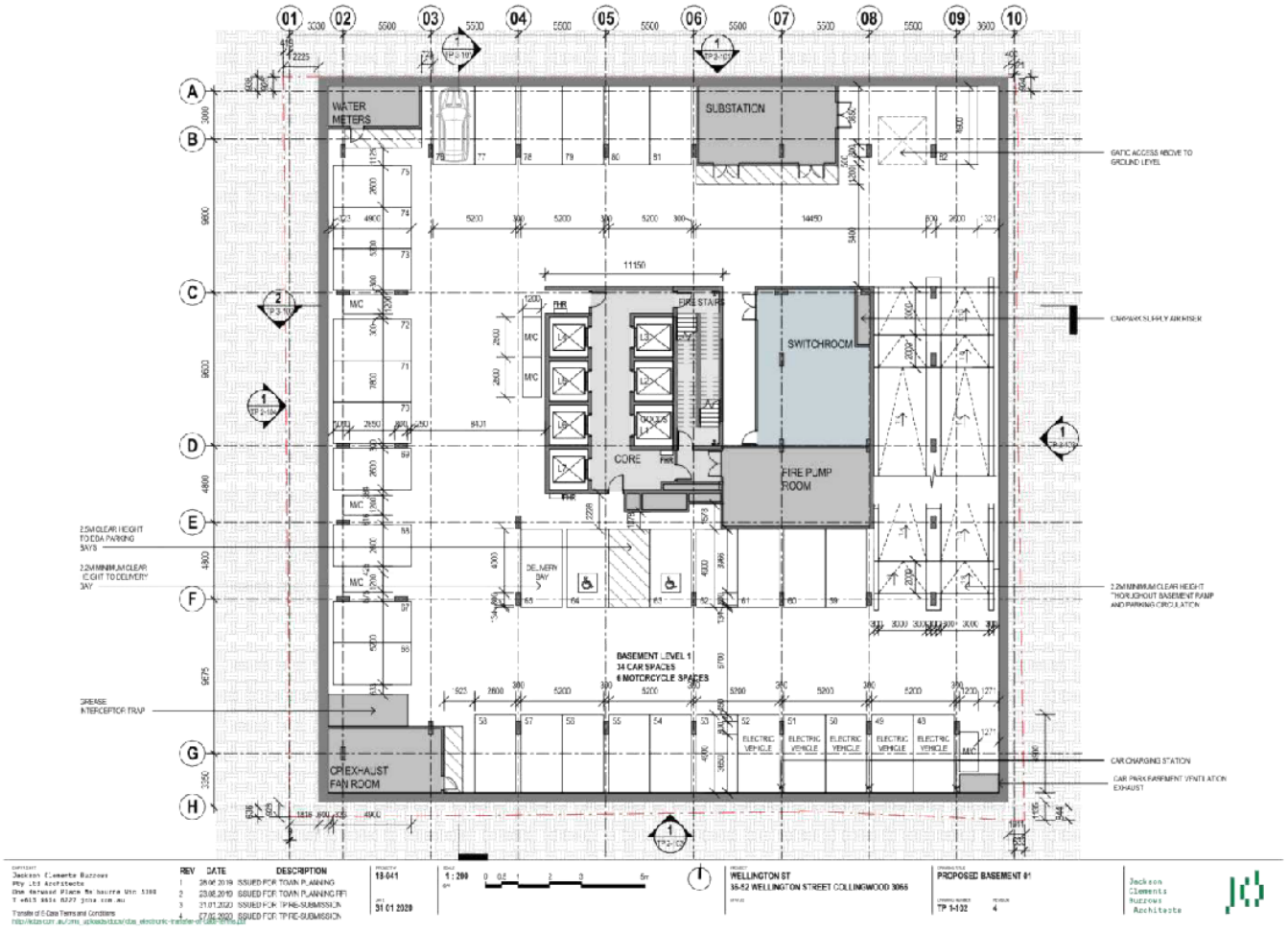
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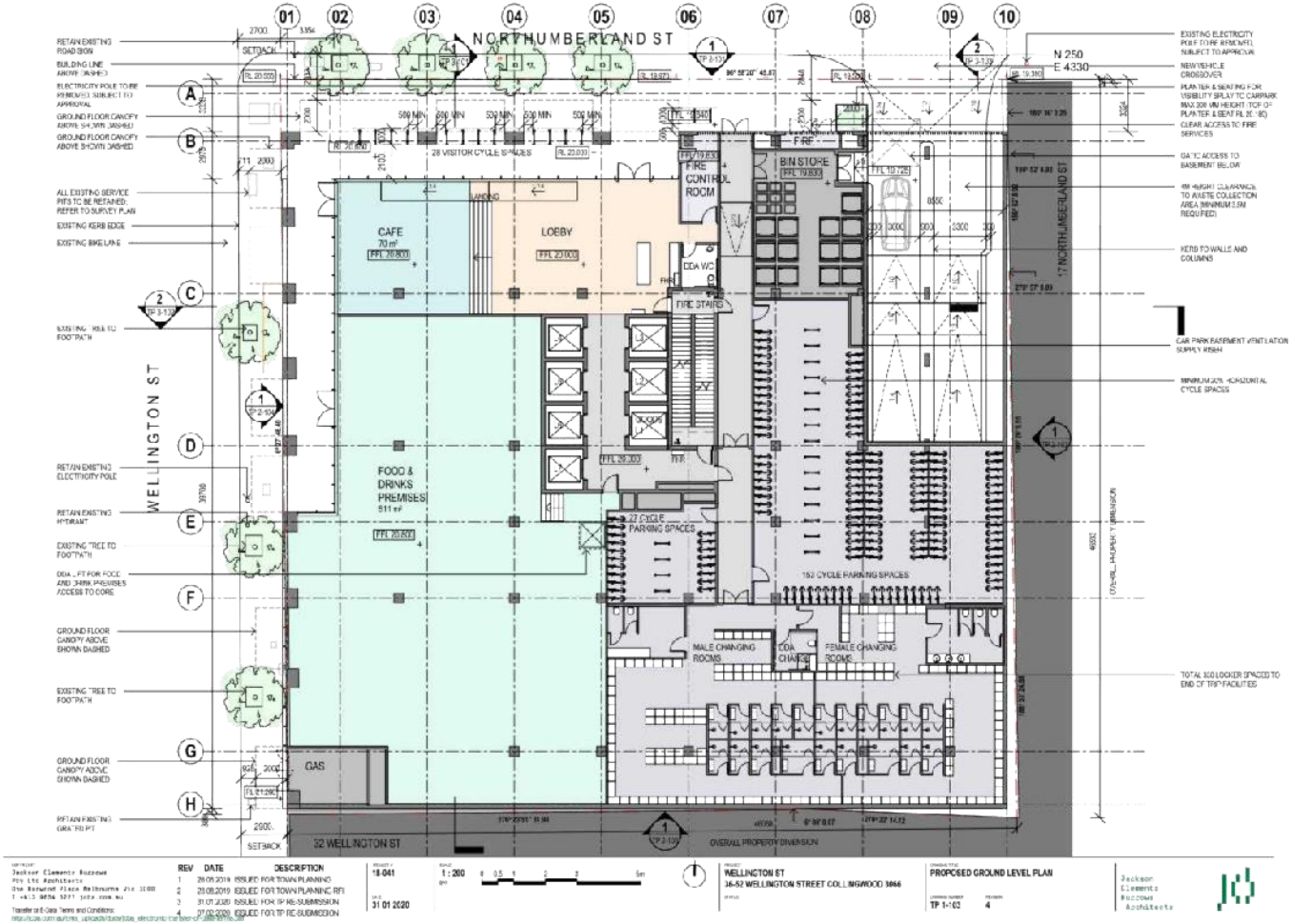
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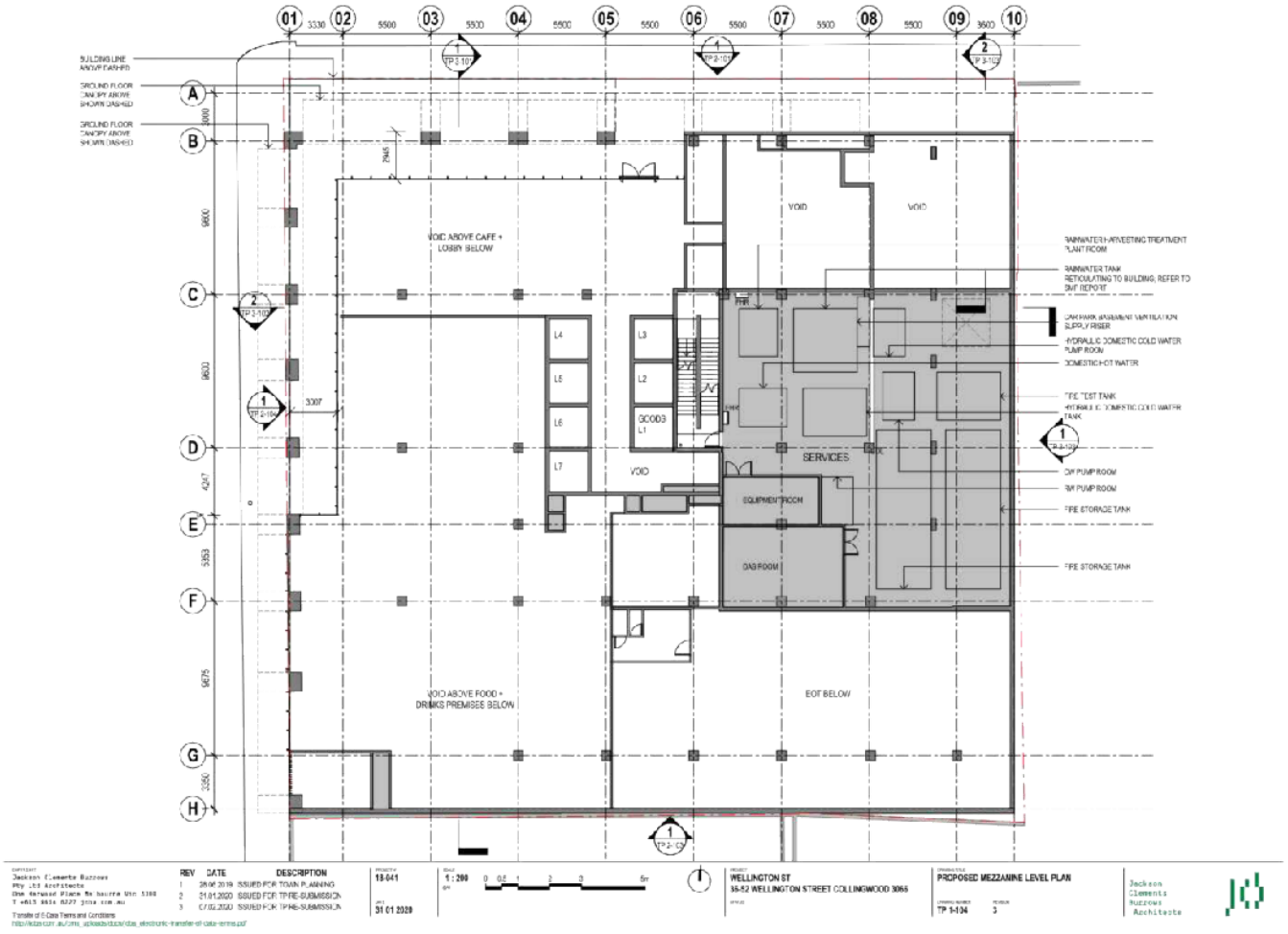
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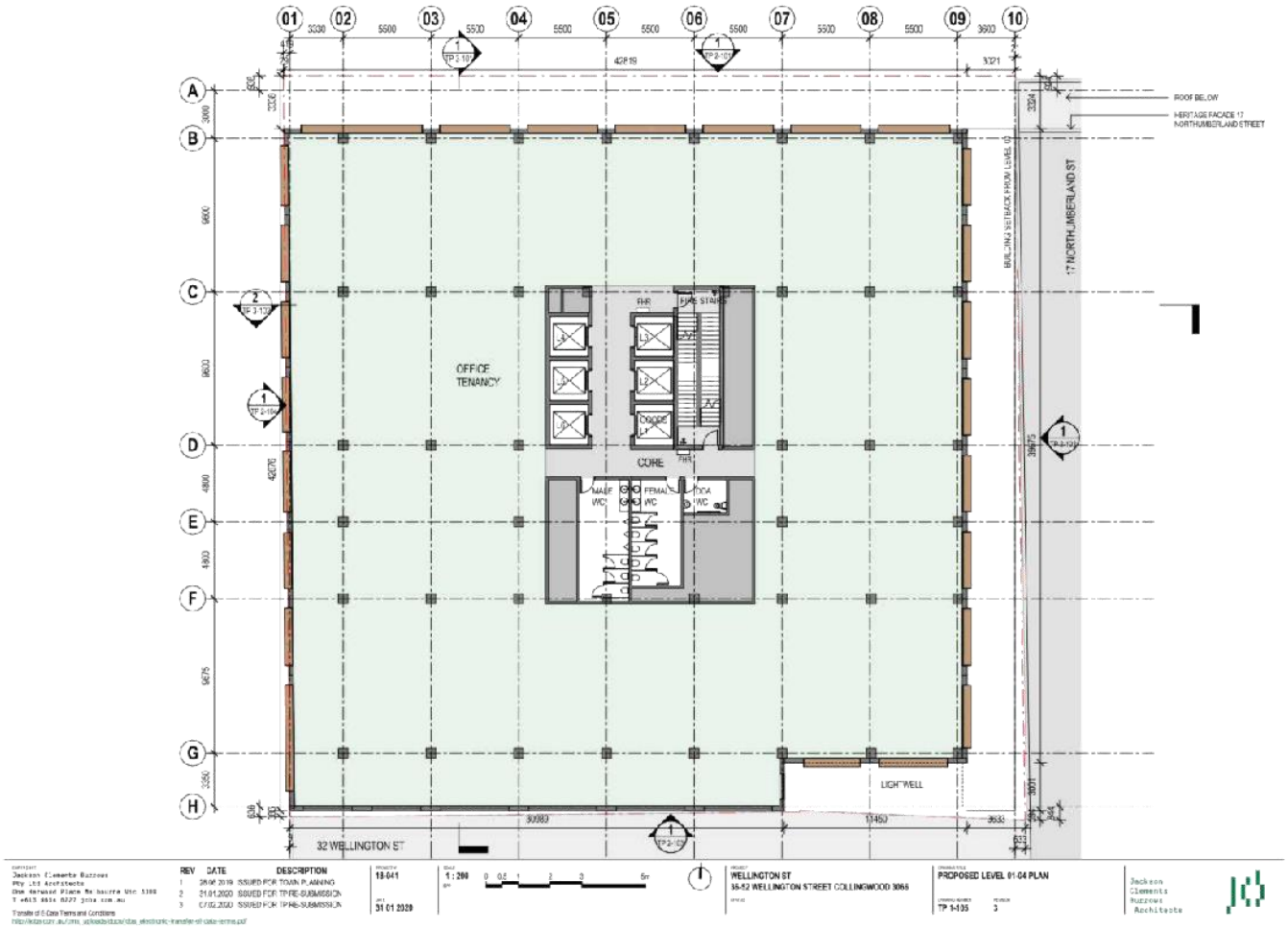
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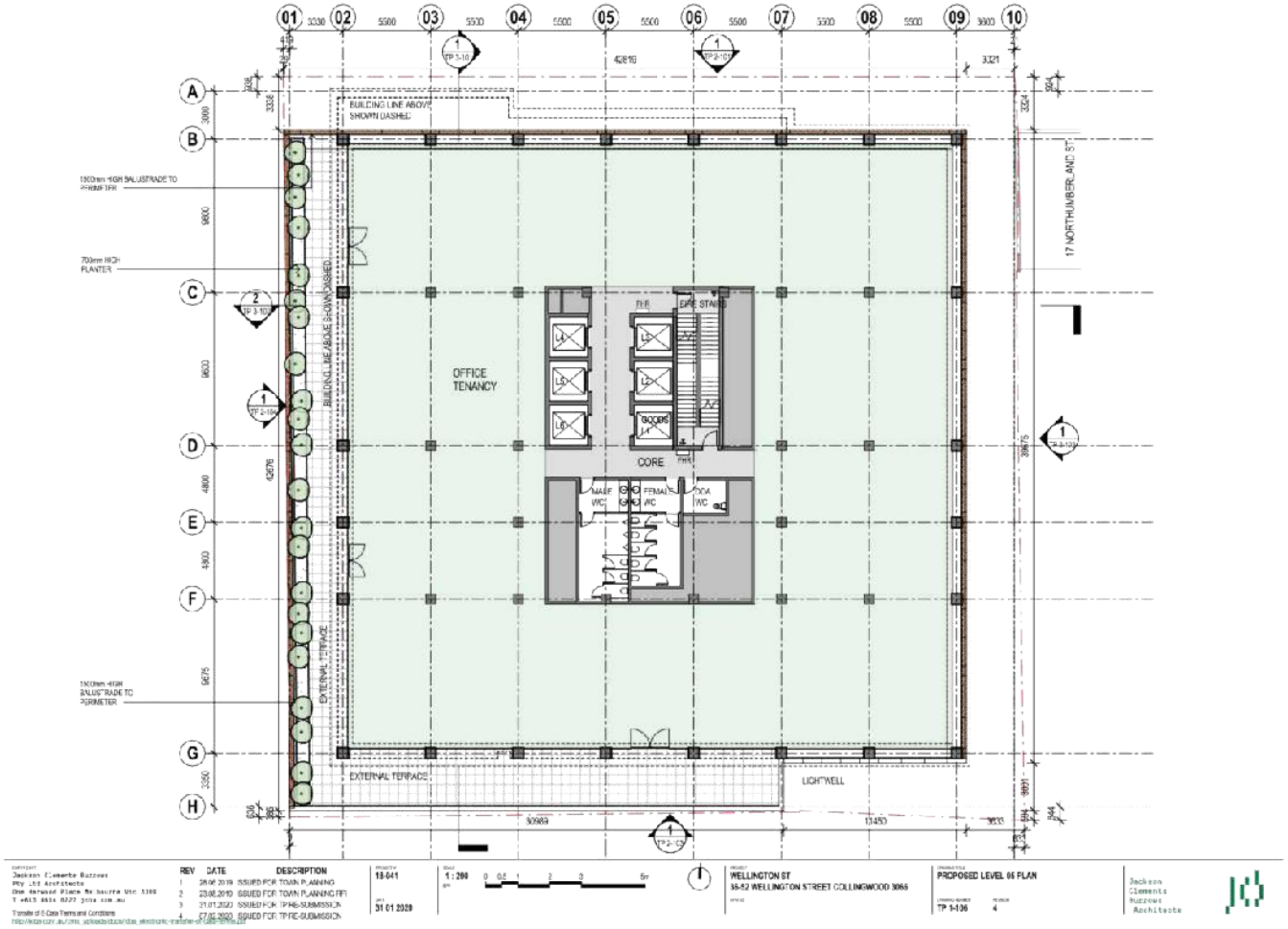
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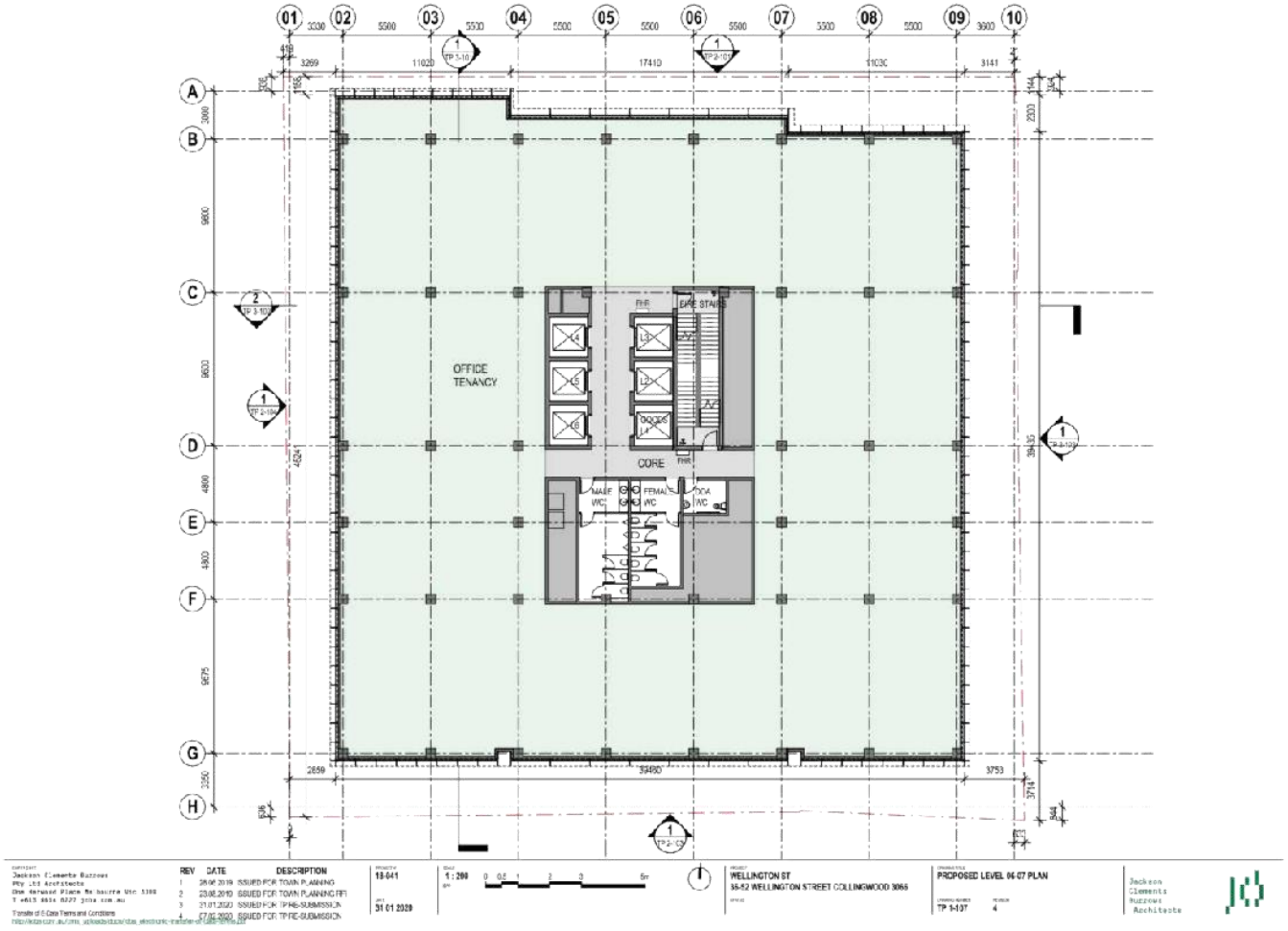
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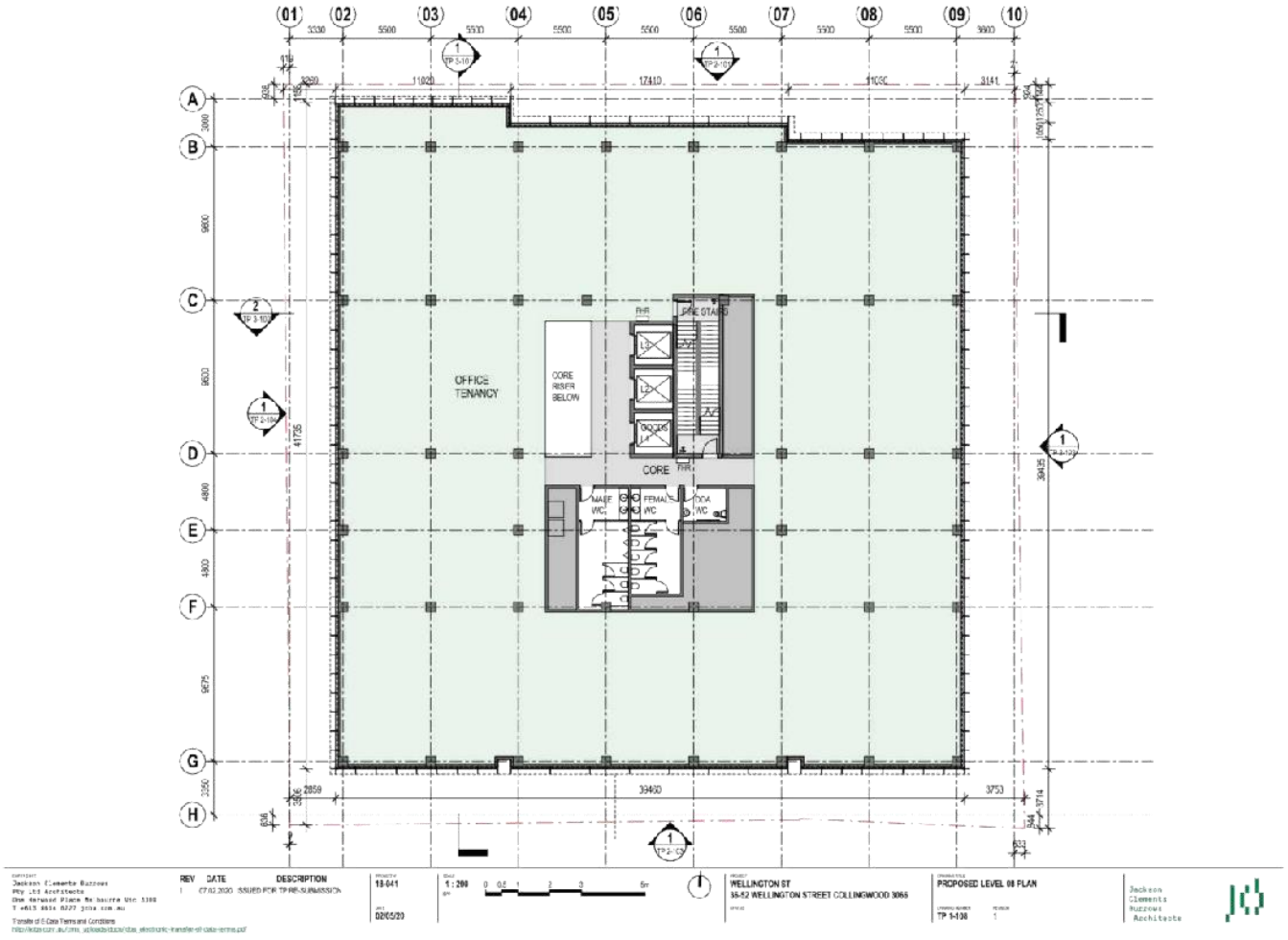
Attachment 2 - IDAC Report 11 March 2020

Attachment 1 - VCAT Amended Plans



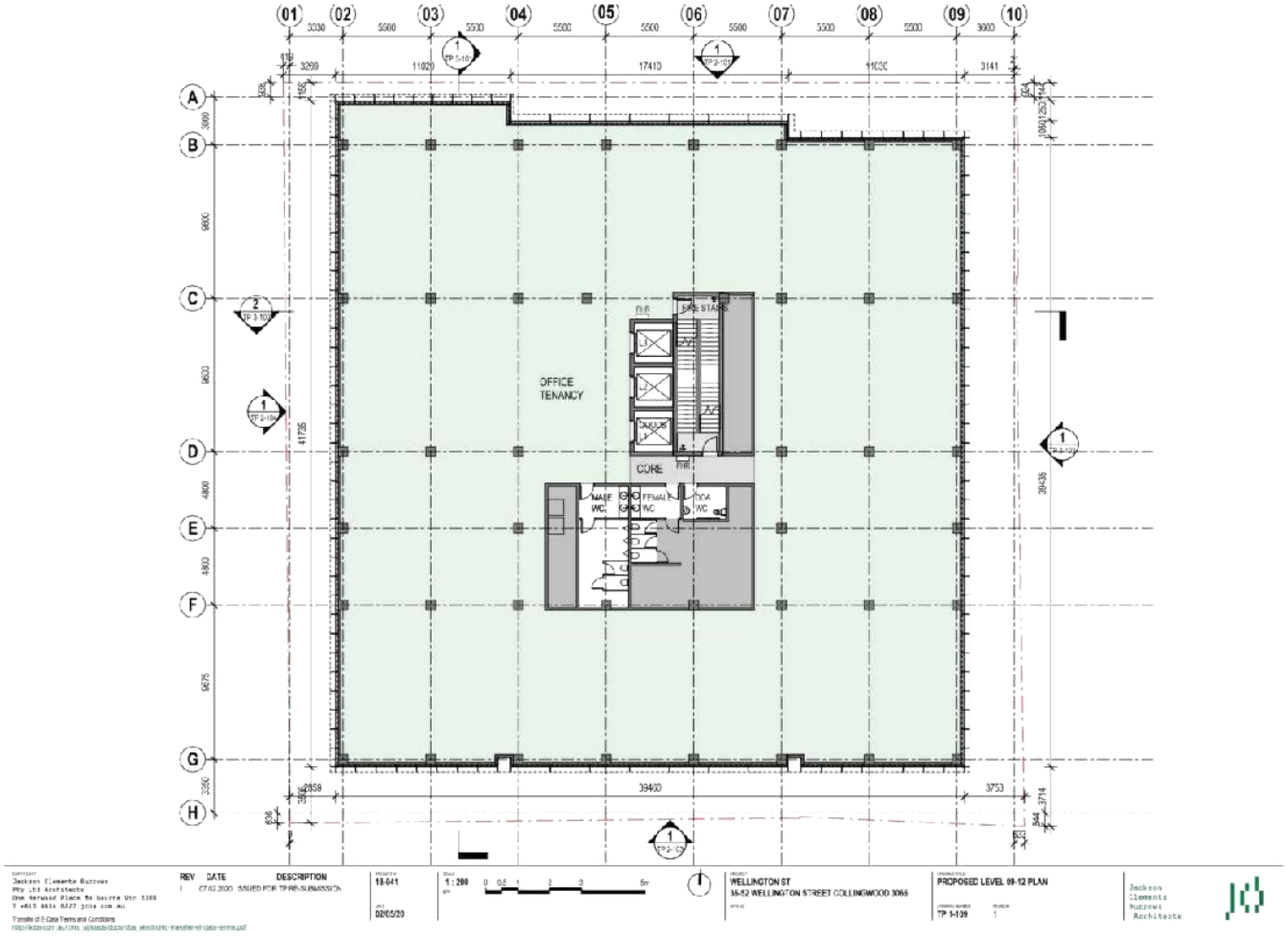
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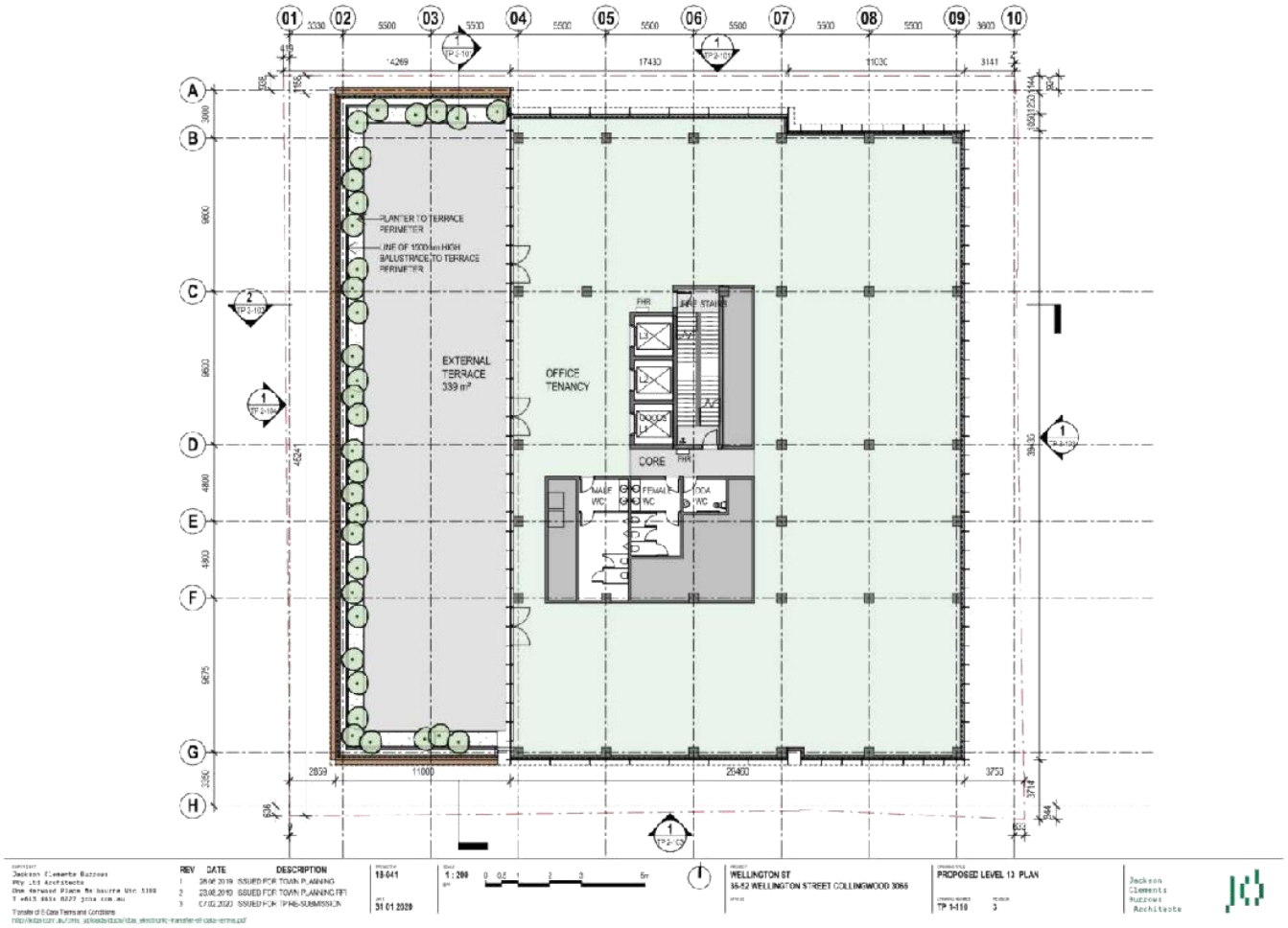
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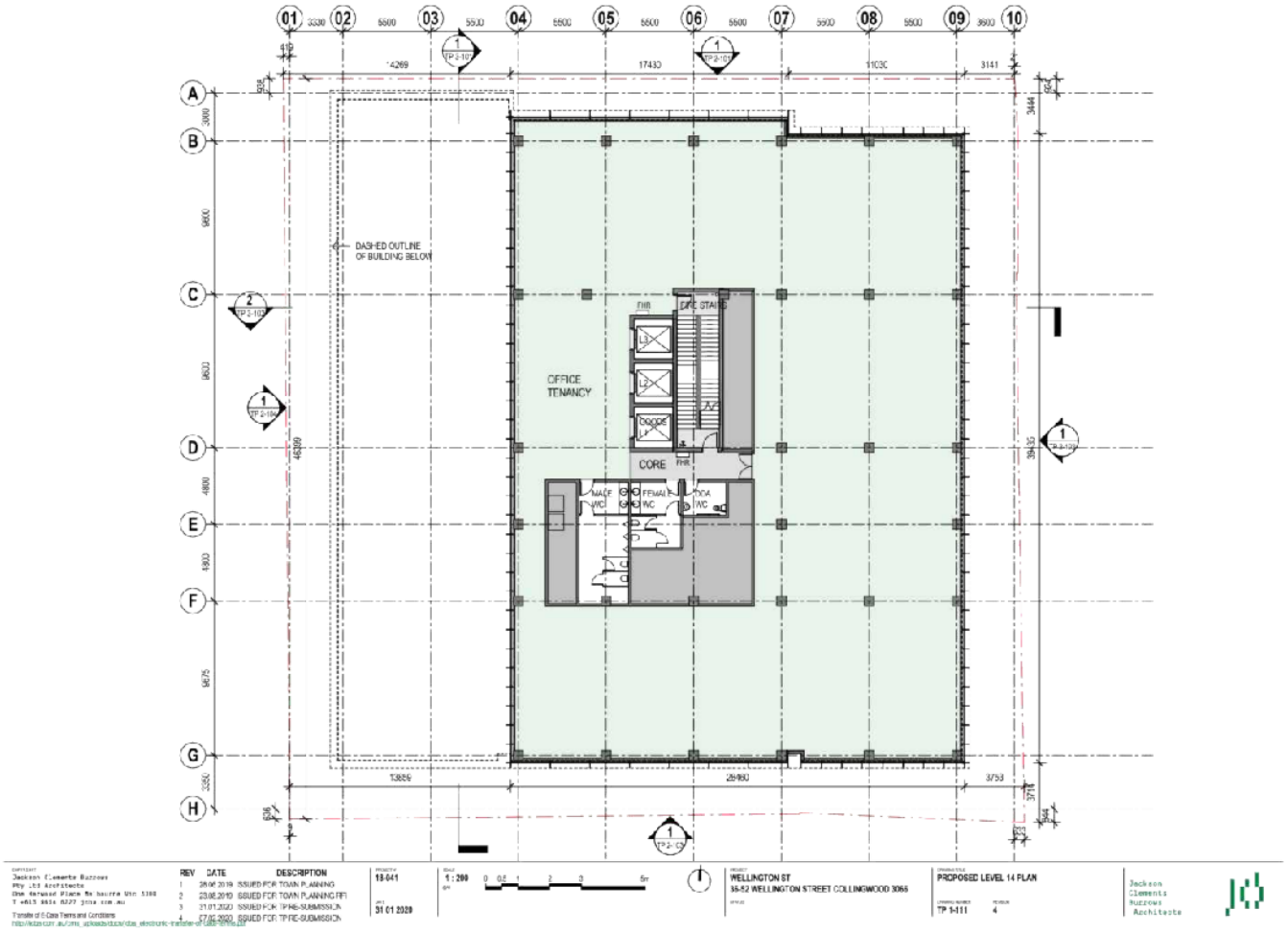
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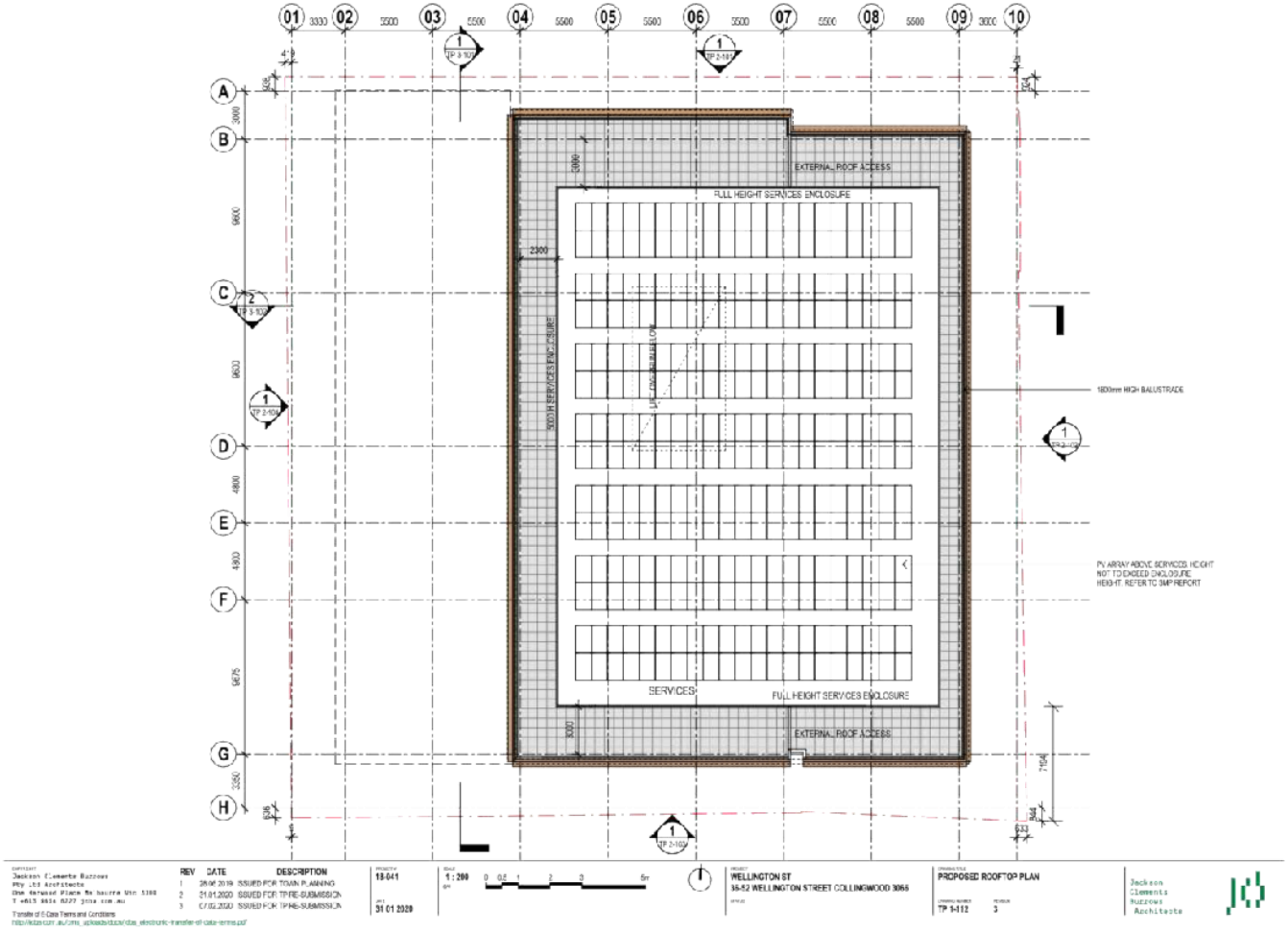
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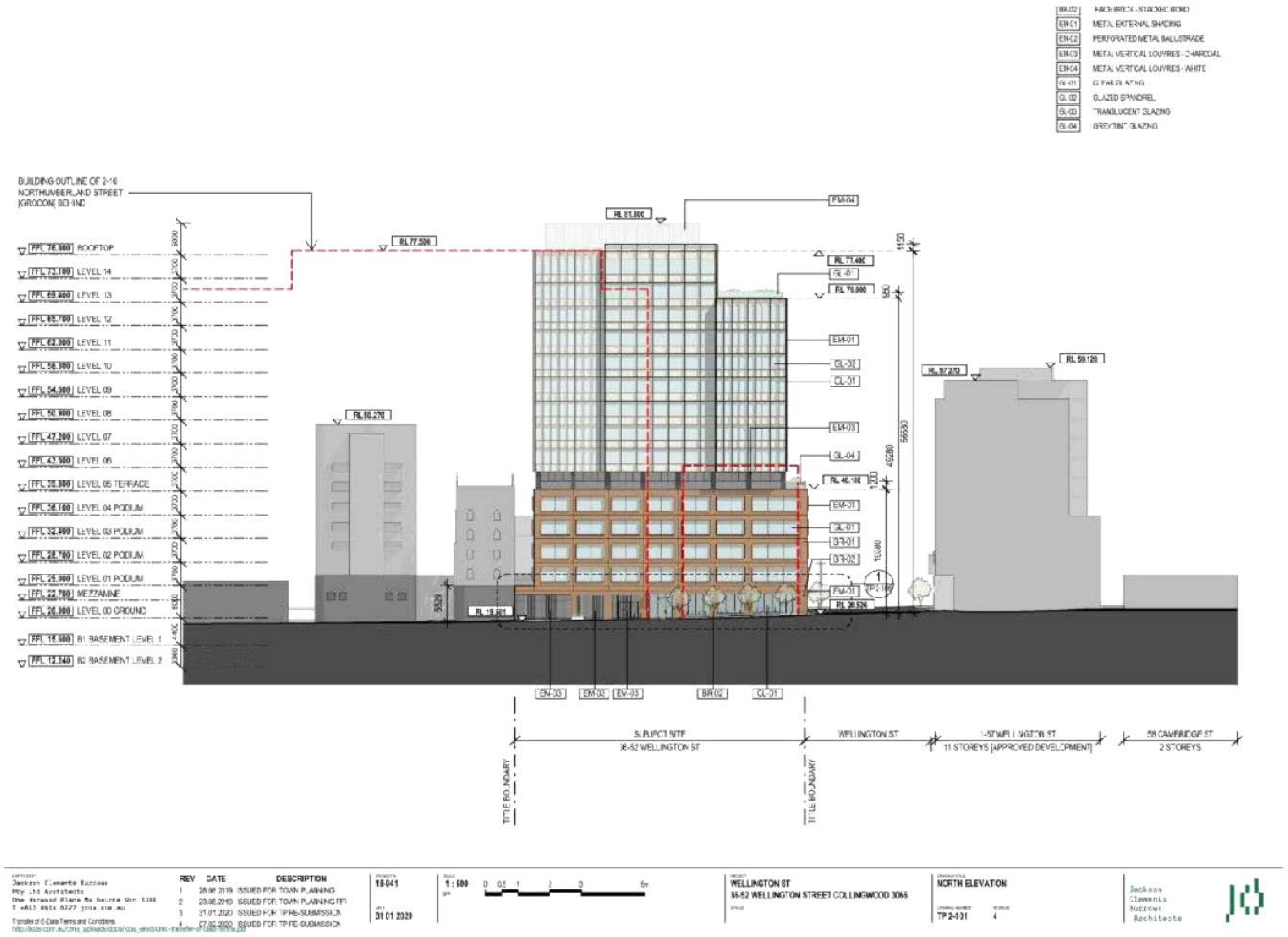
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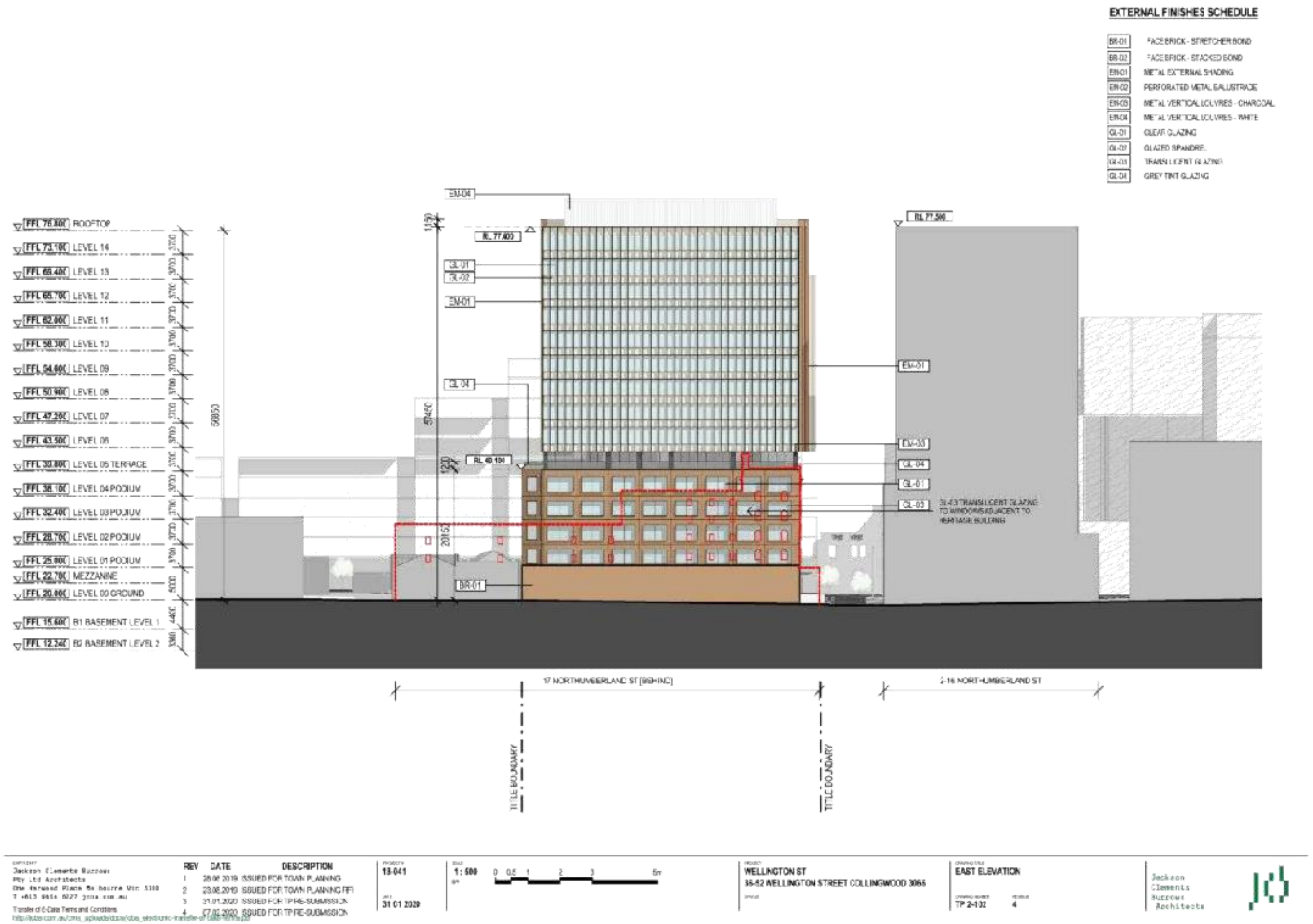
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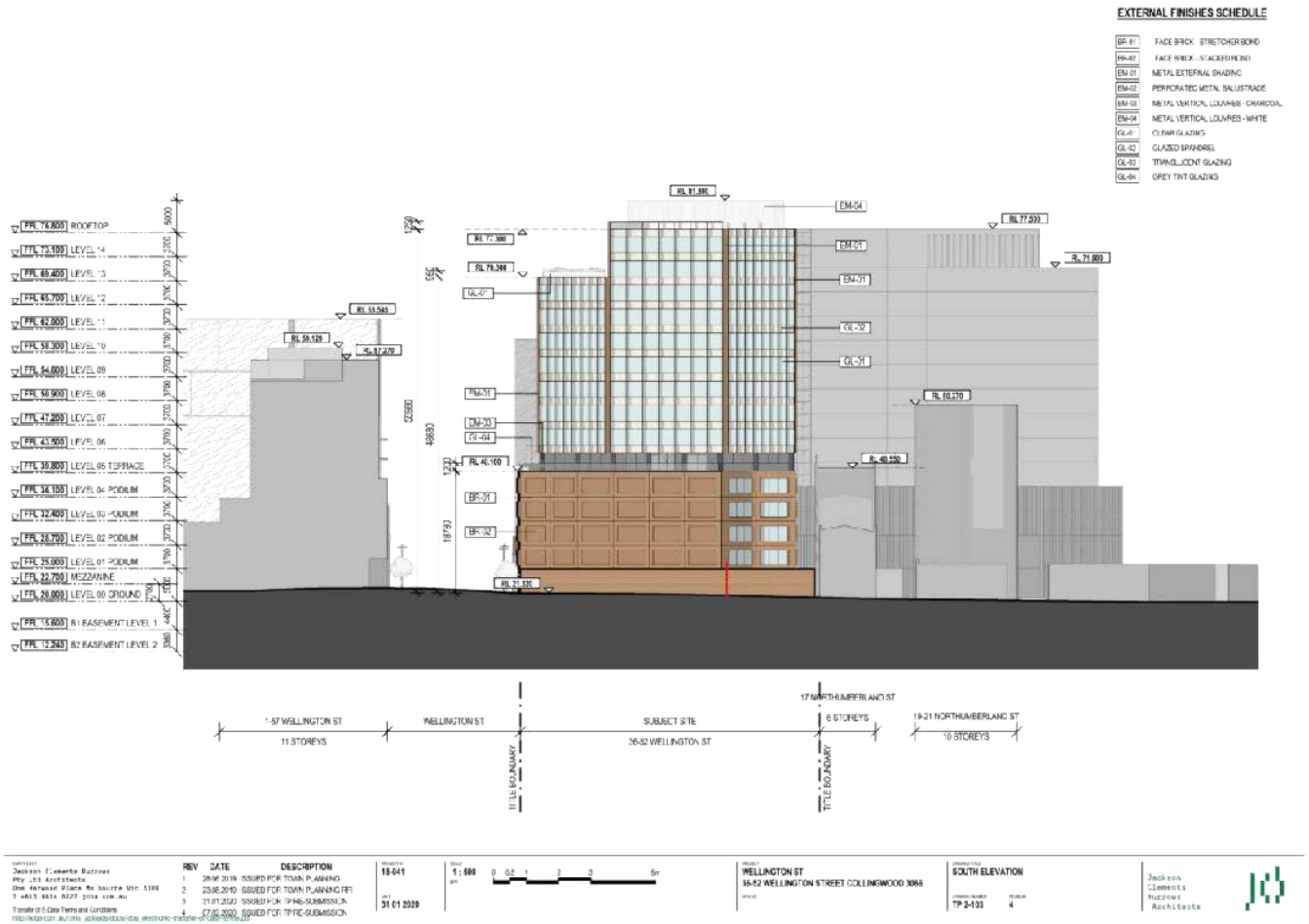
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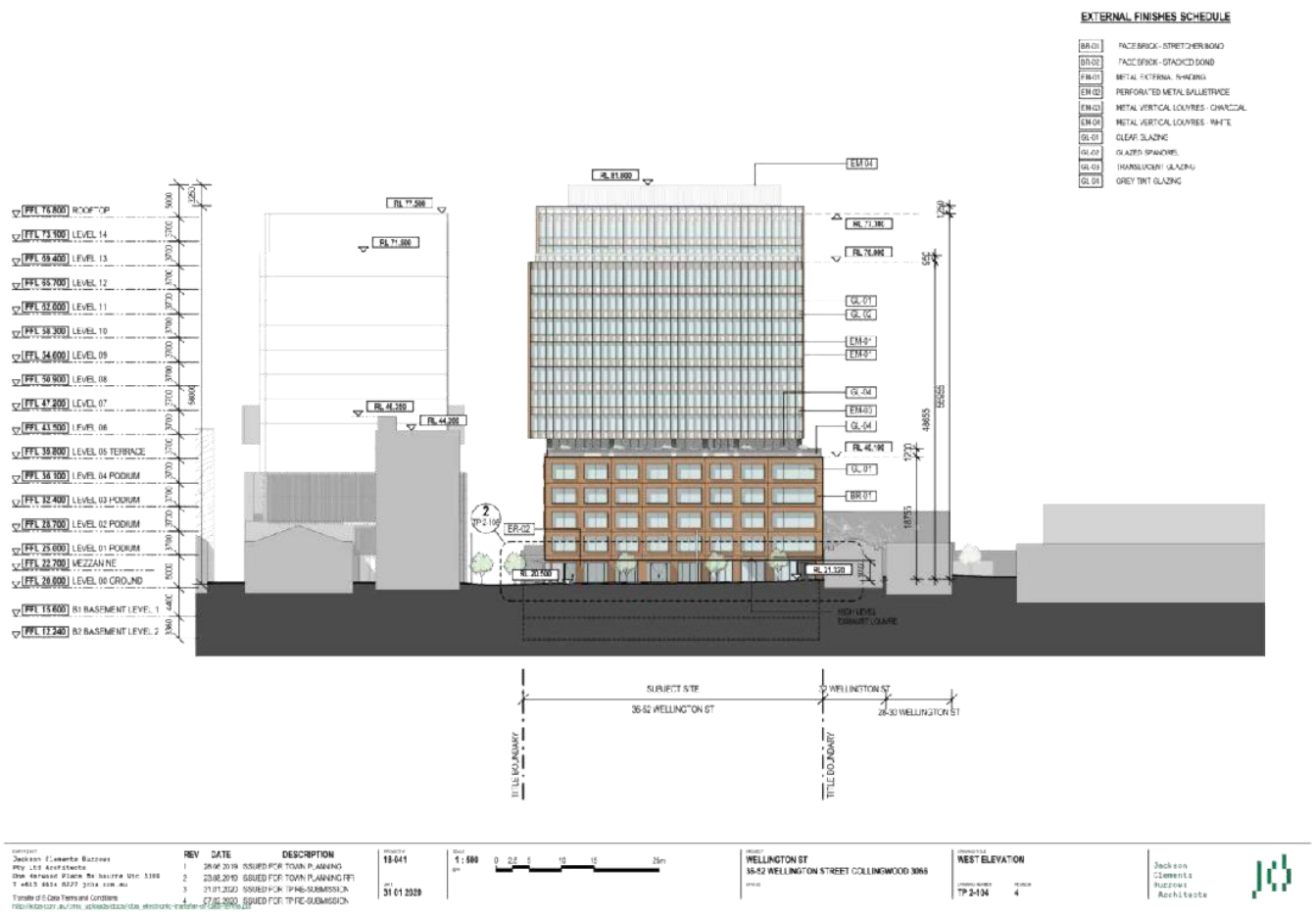
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1 NORTH ELEVATION - GROUND LEVEL
TP 2-105
1 : 200



2 WEST ELEVATION - GROUND LEVEL
TP 2-105
1 : 200

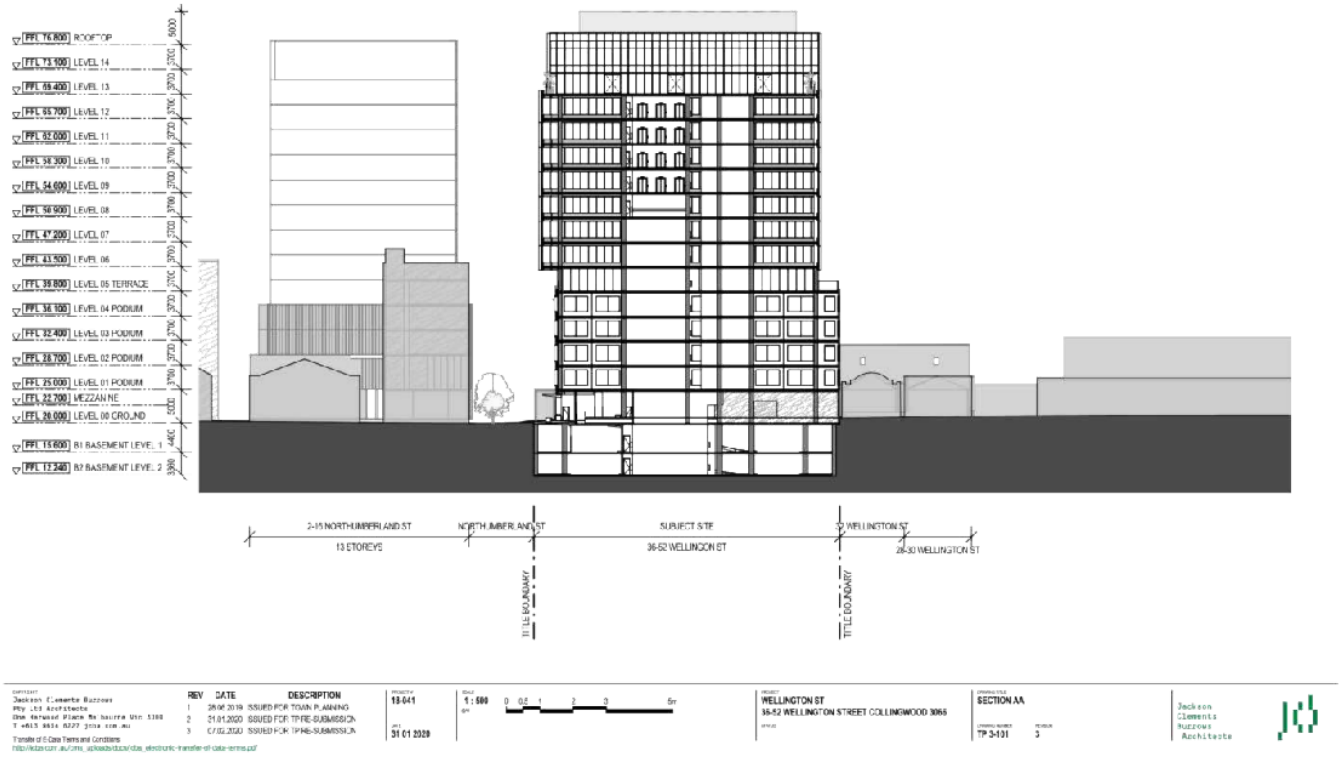
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2	31.01.2020	ISSUED FOR TPRE-SUBMISSION
3	07.02.2020	ISSUED FOR TPNR-SUBMISSION

Jackson Clements Burrows Architects
Transfer of Data Terms and Conditions

PROJECT NO: 18-041
DATE: 31 01 2020
SCALE: 1 : 200 @ A1
0 0.5 1 2 3 5m
PROJECT: WELLINGTON ST
36-52 WELLINGTON STREET COLLINGWOOD 3066
DRAWING TITLE: DETAIL ELEVATIONS
DRAWING NUMBER: TP 2-135
REVISION: 3

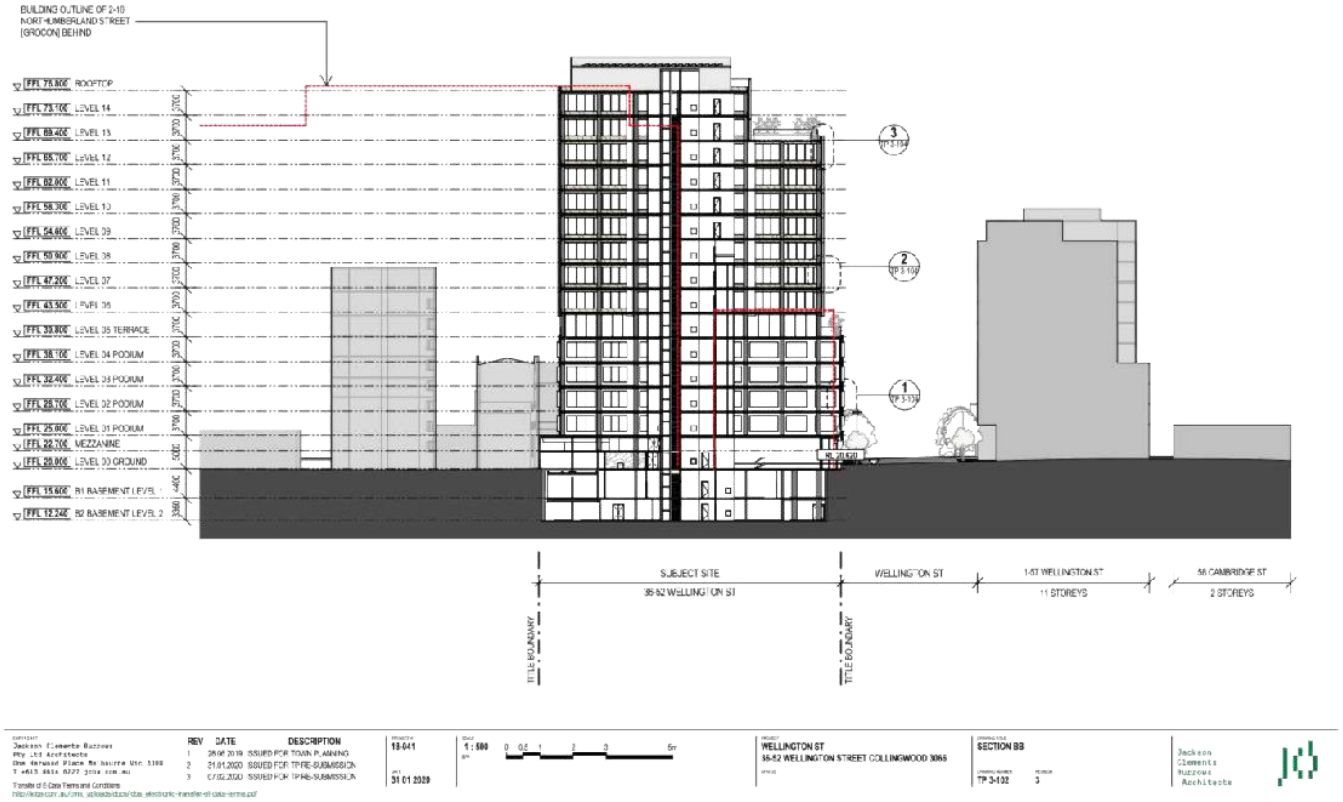
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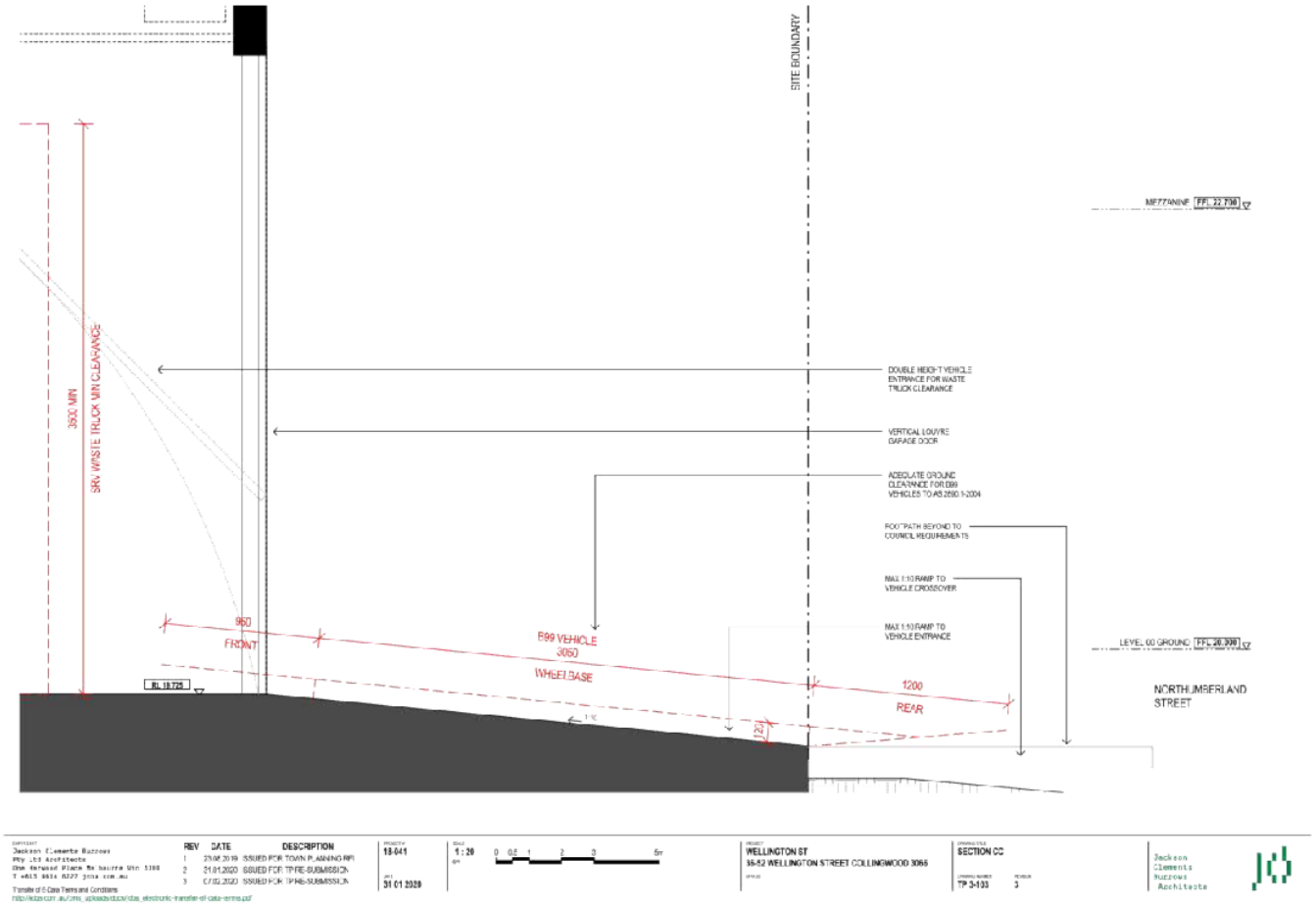
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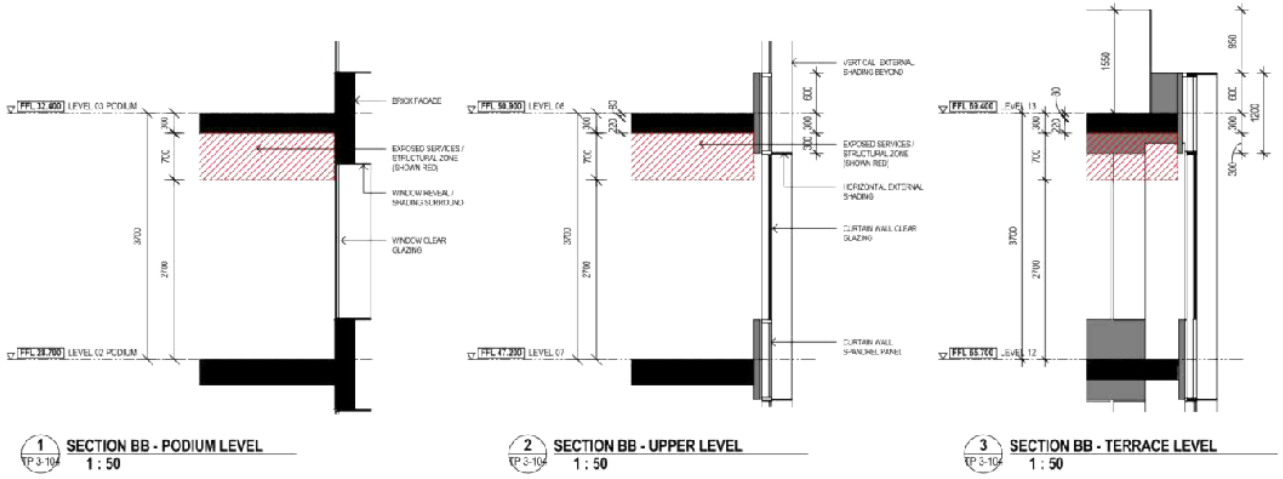
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Attachment 1 - VCAT Amended Plans



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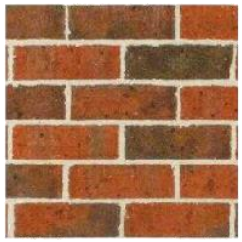


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2 31.01.2020 ISSUED FOR TPRE-SUBMISSION
3 07.02.2020 ISSUED FOR TPNB-SUBMISSION

19-041
31.01.2020
1 : 50
WELLINGTON ST
55-62 WELLINGTON STREET COLLINGWOOD 3066
TYPICAL SECTIONS
TP 3-104
3
Jackson Clements Burrows Architects

Attachment 2 - IDAC Report 11 March 2020

Attachment 1 - VCAT Amended Plans



BR-01 FACE BRICKWORK - STRETCHER BOND VARIED RED TONES



BR-02 FACE BRICKWORK - STACK BOND VARIED RED TONES

EXTERNAL FINISHES SCHEDULE

BR-01	FACE BRICK - STRETCHER BOND
BR-02	FACE BRICK - STACKED BOND
EM-01	METAL EXTERNAL SHADING
EM-02	PERFORATED METAL BALUSTRADE
EM-03	METAL VERTICAL LOUVRES - CHARCOAL
EM-04	METAL VERTICAL LOUVRES - WHITE
GL-01	CLEAR GLAZING
GL-02	GLAZED SPANDREL
GL-03	TRANSLUCENT GLAZING
GL-04	GREY TINT GLAZING



EM-01 ALUMINUM EXTERNAL SHADING POWDERCOATED CHARCOAL



EM-02 PERFORATED STEEL BALUSTRADE POWDERCOATED CHARCOAL



EM-03 ALUMINUM VERTICAL LOUVRES - POWDERCOATED CHARCOAL



EM-04 ALUMINUM VERTICAL LOUVRES - POWDERCOATED WHITE



GL-01 CLEAR GLAZING



GL-02 GLAZED SPANDREL



GL-03 TRANSLUCENT GLAZING - 75% CLEAR



GL-04 GREY TINT GLAZING

REV	DATE	DESCRIPTION
1	26.06.2019	ISSUED FOR TOWN PLANNING
2	23.08.2019	ISSUED FOR TOWN PLANNING RFI
3	31.01.2020	ISSUED FOR TP/HE-SUBMISSION
4	07.02.2020	ISSUED FOR TP/RE-SUBMISSION

Jackson Clements Burrows Pty Ltd Architects
One Harwood Place 84 Smith Street Melbourne Vic 3000
T +613 9654 8227 jcba.com.au

Transfer of E-Data Terms and Conditions
http://jcba.com.au/Jcba_uploads/docs/jcba_electronic-transfer-of-data-terms.pdf

19-041

31.01.2020

WELLINGTON ST
55-62 WELLINGTON STREET COLLINGWOOD 3066

MATERIALS SCHEDULE

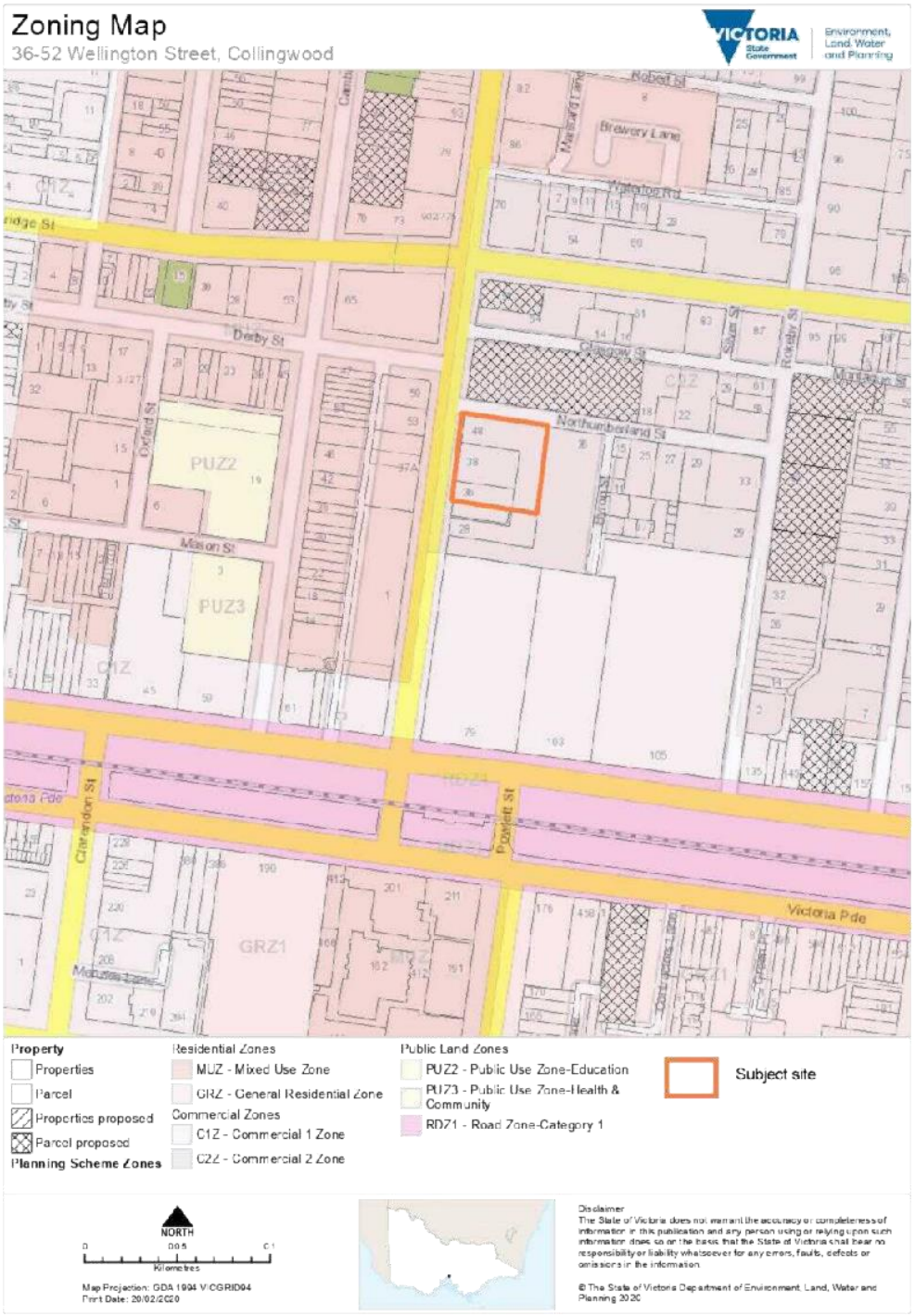
TP 9-131

4

Jackson Clements Burrows Architects

Attachment 2 - IDAC Report 11 March 2020

Attachment 2 - Zoning Map



Attachment 2 - IDAC Report 11 March 2020

Attachment 3 - Head, Department of Transport Referral Comments

Department of Transport

GPO Box 2392
Melbourne, VIC 3001 Australia
Telephone: +61 3 9651 9999
www.transport.vic.gov.au
DX 201292

File: FOL/19/64657
Ref: HTFV2019/0452

Amy Hodgen
Statutory Planning
Yarra City Council

Amy.Hodgen@yarracity.vic.gov.au

Dear Ms Hodgen

YARRA PLANNING SCHEME
PLANNING APPLICATION NO: PLN19/450
PROPOSAL: OFFICE DEVELOPMENT
ADDRESS: 36 WELLINGTON STREET COLLINGWOOD

Thank you for your email dated 11th October 2019 referring the above application to the Head, Transport for Victoria pursuant to Section 55 of the *Planning and Environment Act 1987*.

The site does not directly abut any public transport routes however as the Green Travel Plan submitted with the applicant documents outlines, there are several options within the precinct to access the site via public transport. The development also provides bike parking and end of trip facilities on the ground floor which is encouraged and supported.

The Head, Transport for Victoria, pursuant to Section 56(1) of the *Planning and Environment Act 1987* **does not object** to the grant of a planning permit.

Should you require any further clarification, please feel free to contact James Noy on telephone 03 8392 7984 or email james.noy@ecodev.vic.gov.au.

Yours sincerely

MARK BURTON
Manager Place Planning & Referrals
Delegate of the Head, Transport for Victoria

6 / 11 / 2019.

cc:

VICTORIA
State Government

Attachment 2 - IDAC Report 11 March 2020

Attachment 4 - External Urban Design Referral Comments (on VCAT Plans)

Hodgen, Amy

From: Rob McGauran <rmcgauran@mgsarchitects.com.au>
Sent: Friday, 21 February 2020 5:41 PM
To: Hodgen, Amy
Cc: Sam Harris
Subject: 35-52 Wellington St Collingwood

Hi Amy
Further to your email attached are a few thoughts:-

- Ground level seems fine Bike arrival preferably auto doors given its configuration Level 5 podium should have planter interface to south. The podium remains satisfactory
- Scale is not supported :-The mass and scale of the foreground building relative to the northern neighbour and western neighbours is excessive being both substantially less articulated and larger in bulk . The foreground lower development to the north is RL 42 vs a proposed RL 70 in this instance whilst the 1-17 Wellington form opposite is RL 57 but highly varied and articulated in scale
- I would recommend removal of development in front of Gridline 4 above Rl 41. as a means to avoid a pinch point in the boulevard maintaining the approximate scale of its foreground northern neighbour and better managing the lower scale form of its southern neighbours.
- Taller building can be better accommodated in the setback area where offsite impacts can also be managed to avoid excessive overshadowing of this important active transport corridor. The narrower east west profile will further mediate the show impacts oon southern neighbourhoods and streets.
- The setbacks to the east for the height of building up to 40m is acceptable.
- Above 40m greater setback should be provided (Above level 9) to the east north west and south interfaces. To ensure reasonable light and amenity to hinterland southern areas particularly given the substantial 36m+ length of the building façade with a 6m setback recommended as a minimum.
- Overall height in my view should not exceed RL 70 (50m)
- The site has modest setbacks to finer grain neighbourhoods and unlike its northern neighbour has not responded to the grain of the neighbourhood with a variety of scaled elements . It is a smaller site yet seeks a larger plot ratio and built form impact outcome that is not supported in my view in an urban design and strategic sense.

Have a good weekend
Rob

ROB MCGAURAN DIRECTOR
ADJUNCT PROFESSOR OF ARCHITECTURE PRACTICE MONASH UNIVERSITY
ADJUNCT PROFESSOR OF ARCHITECTURE (URBAN DESIGN) MELBOURNE UNIVERSITY

MGS ARCHITECTS 10-22 MANTON LANE MELBOURNE 3000
T +61 3 9291 9900 WWW.MGSARCHITECTS.COM.AU

ARCHITECTURE URBAN DESIGN INTERIORS
PLEASE LET US KNOW IF YOU HAVE RECEIVED THIS EMAIL UNINTENTIONALLY

Attachment 2 - IDAC Report 11 March 2020

Attachment 5 - Heritage Referral Comments

City of Yarra
Heritage Advice

Application No.: PLN 19/0452

Address of Property: 36 - 52 Wellington St, Collingwood

Planner: Amy Hodgen

Yarra Planning Scheme References: Clauses 43.01 and 22.10

Heritage Overlay No. Nil **Precinct:** Nil.

In proximity are:

HO 140 59 Wellington Street Collingwood, the Vine Hotel.
NO 109: 55 Langridge Street Collingwood, the Former William Peatt Boot Factory.
HO 116 Northumberland Street Collingwood, the Former Victoria Old Distillery.

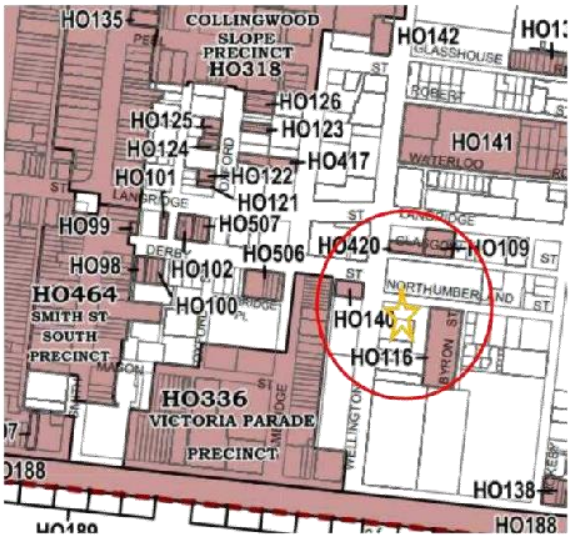


Figure 1 The Heritage Overlay map. The development site is indicated by a star.

Attachment 2 - IDAC Report 11 March 2020

Attachment 5 - Heritage Referral Comments

Proposal

Demolition of existing garage(s)/former factory(ies) and construction of a 15 storey building with a splayed/cantilevered upper element at the south-east corner of Northumberland and Wellington Streets.

Drawing Numbers

50 Pages of drawings, montages etc. prepared by Jackson Clements Burrows Architects and with Council date stamp 4 Sep 2019.

Memorandum prepared by Bryce Raworth, dated 25 June, 2017 and with Council date stamp 04 Sep 2019.

Assessment of Proposed Works

No heritage fabric, i.e. the former Victoria Old Distillery, will be affected. The principal issue is the effect on the setting of the Distillery and any views to it from Wellington Street.

The principal view of the Distillery, silos and chimneys is from Wellington Street and this is the only view which identifies the site from any reasonable public vantage point. The silos are visible along a lane which runs off Northumberland Street, which is a somewhat obscure location and hard to find presently, and the new building will exacerbate this. It would be appropriate to provide interpretation of the Distillery so as to alleviate the loss of its identity from Wellington Street. (See below).



Figure 2 *The view of the Victoria Old Distillery from the corner of Derby and Wellington Streets. This is the view in which the Distillery is identifiable.*

Attachment 2 - IDAC Report 11 March 2020

Attachment 5 - Heritage Referral Comments



Figure 3 *A similar view of the Victoria Old Distillery further south. Note that the white gabled building has painted signage "Brewers Grain". This building should be researched and included in the interpretation signage.*



Figure 4 *The site under construction on the north-east corner of Wellington and Northumberland Streets (opposite this site) already dwarfs any heritage buildings in proximity as does the building in the background on the corner of Wellington and Langridge Street and which is in between the two wings of the William Peatt Boot factory.*

Attachment 2 - IDAC Report 11 March 2020

Attachment 5 - Heritage Referral Comments



Figure 5 *The site which fronts Wellington, Derby, Langridge and Cambridge Streets also dwarfs anything in proximity.*

The existing context is one of high buildings up to 14 or 17 storeys as is evident from an inspection of the surrounding streets and also as demonstrated on the "Design Response. Proposed Massing" sheet (p. 11). As these high buildings have emerged on non-heritage sites, the heritage buildings have become dwarfed or are considerably less prominent than they were originally and until recently e.g. the Yorkshire Brewery Brew Tower (HO414).

The relevant policy is

Setbacks & Building Height (22.10-3.3)

To ensure that the height of new development is appropriate to the context of the area (as identified in the Site Analysis Plan and Design Response) and respects the prevailing pattern of heights of the area where this is a positive contribution to neighbourhood character.

Design Guidelines

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

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

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

- Adopt a façade height to the street frontage which is no higher than the adjacent building within the Heritage Overlay;

Attachment 2 - IDAC Report 11 March 2020

Attachment 5 - Heritage Referral Comments

- Design and site taller structures so that they do not visually dominate surrounding heritage places; and
- Match the floor levels of the adjacent heritage building.

On this site the application of the above policy is difficult and if applied literally, would be somewhat at odds with what has occurred already – the height and bulk of the new buildings has had a considerable impact on the immediate vicinity (Langridge/Wellington/Derby Streets) which is broader than just individual heritage sites. The Peatt Boot factory is now visibly split by a development on the south east corner of Langridge and Wellington Streets.

Application of the above policy would require a setback from Northumberland Street so as to retain existing view lines to the Distillery and silos, which would be possible but this would be unlikely to retain the visual prominence of the Distillery. Adoption of a façade height to the street frontage, i.e. Northumberland Street, which is no higher than the adjacent building within the Heritage Overlay would not achieve anything in retaining the view from Wellington Street as the view would be blocked. Any design of a taller structure on this site so that it does not visually dominate the surrounding heritage places is probably unachievable and would not benefit the Distillery in any meaningful way and nor the Vine Hotel given the scale of the permitted development on the abutting site to the south in Wellington Street. In establishing floor to ceiling heights for the new tower, it appears that they have been matched acceptably with those of the Distillery "tower" (TP2-101)

Considering all of the above, it is difficult to say that what is proposed is unacceptable, even though unfortunate in terms of views from Wellington Street. This is probably the most reasonable approach to development on this site. Where there has been an opportunity for literal application of the policy it has occurred.

A small setback of 3.021 3.638 metres is proposed between the new tower and the Distillery "tower" above Level 01-03 which is an acknowledgement of the heritage building. It will retain some visual separation in views from Northumberland Street, albeit limited.

The nature of the context, both historically and presently, is industrial, somewhat robust and utilitarian. The proposed design adopts a somewhat rustic/raw/hard/repetitive geometry and materiality which is appropriate. The "Visualisations. Perspective View" (unnumbered) shows an oblique view along Northumberland Street in which some echo of the rendered banding of the Distillery "tower" is reflected in the new tower. The building will be lightened and be somewhat transparent through the use of extensive and regularly-spaced fenestration and glazing. Brickwork of varying colours has become common in the immediately vicinity and its application has had varied success. In this design the use of brick cladding is a reference to the red brick heritage buildings, including the Distillery, and based upon the perspectives, appears that it will be aesthetically appropriate.

Attachment 2 - IDAC Report 11 March 2020

Attachment 5 - Heritage Referral Comments



Figure 6 *The banding and floor levels of the Victoria Old Distillery "tower" are reflects in the design of the new building.*

Interpretation and Photographic Archive

Develop an interpretation programme for the Distillery which provides a brief illustrated history and which signposts its location from Wellington Street. It is envisaged that there would be some illustrated signage at the Northumberland Street end of the internal lane, and some signposting at the corner of Wellington and Northumberland Streets. The interpretation must also include information which indicates that Collingwood was the centre of Melbourne's brewing/distilling/maltings industry and provide links/locations of the Yorkshire Brewery Brew Tower, (Roberts Street, Collingwood), Victoria Brewery, (Victoria Parade, East Melbourne) and the maltings and silos in Islington Street, Abbotsford and the Richmond Maltings in Gough Street. Much of the necessary historical information is contained in conservation management plans held by Council at the heritage desk.

Before any demolition commences and to the satisfaction of the Responsible Authority, an archival photographic record of buildings on the site should be prepared in accord with Heritage Victoria's standard guidelines as an accepted methodology. Is envisaged that external photographs and representative internal photographs would suffice, plus any relevant equipment related to the brewing/maltings industry. The archive should be lodged in Council's Collingwood Library local history collection. This should be a permit condition.

Attachment 2 - IDAC Report 11 March 2020

Attachment 5 - Heritage Referral Comments



Figure 7 *The lane off Northumberland Street. The interpretation signage should be installed at the north end (foreground) either on the development site, noting the proposed vehicle access in this location to the basements, or freestanding generally in this location.*

Recommendation / Comments:

Overall, given the context, the proposed building is acceptable.

However, so as to alleviate the loss of the visual identity and principal view of the Distillery (brew tower, silos, chimneys) from Wellington Street, an interpretation programme as set out above must be prepared and installed and to the satisfaction of the Responsible Authority. This should be a permit condition.

Before any demolition commences, an archival photographic record of buildings on the site should be prepared in accord with Heritage Victoria's standard guidelines and the archive should be lodged in Council's Collingwood Library local history collection. This should be prepared as set out above and as a permit condition to the satisfaction of the Responsible Authority.

Signed:

Attachment 2 - IDAC Report 11 March 2020

Attachment 5 - Heritage Referral Comments



Robyn Riddett
Director – Anthemion Consultancies
Date: 13 November, 2019.

Attachment 2 - IDAC Report 11 March 2020

Attachment 6 - Acoustic Referral Comments

11 October 2019

540.10090.06110 36-52 Wellington St Collingwood 20191011.docx

Yarra City Council
PO Box 168
RICHMOND 3121

Attention: **Amy Hodgen**

Dear Amy

36-52 Wellington Street, Collingwood
Development Application Acoustic Review

SLR Consulting Pty Ltd (SLR) has been retained by the City of Yarra to review the acoustic assessment report prepared for the commercial development proposed for 36-52 Wellington Street, Collingwood.

Details of the report are as follows.

- Title: Acoustic Planning Report, 36-52 Wellington Street, Collingwood
- Date: 28 June 2019
- Reference: 60604499
- Prepared for: Hines 36 Wellington Property Pty Ltd
- Prepared by: AECOM Australia Pty Ltd

The report was prepared to address potential noise impacts to and from the proposed development.

1 Background

(Sections 1.0 and 2 of the report)

The project is proposed to comprise:

- Ground floor food and drinks premises
- Five levels of offices
- Roof top plant area and external terrace
- Two (2) levels of basement carparking

Surrounding uses include:

- Minor and local roads to the west and north
- Commercial premises on the eastern and southern boundaries
- The nearest noise sensitive receivers are located in Northumberland Street (east) and Cambridge Street (west).

SLR Consulting Australia Pty Ltd Suite 2, 2 Domville Avenue Hawthorn VIC 3122 Australia
T: +61 3 9249 9400 E: melbourne@slrconsulting.com
www.slrconsulting.com ABN 29 001 584 612

Attachment 2 - IDAC Report 11 March 2020

Attachment 6 - Acoustic Referral Comments

SLR Comments: *The subject development and surrounding uses have generally been described and / or identified. However, we note that there is also a mezzanine plant room on the eastern side of the building.*

The locations of the nearest noise sensitive receivers are not clearly indicated in the acoustic report. We understand that there is an approved multi-level mixed use development at 1-57 Wellington Street (opposite the subject site, on the western side of Wellington Street) and that the sensitive receiver to the east is the 10 storey residential tower in the silo building at 21 Northumberland Street. We also understand that there are residents in the building to the west of the silo at 17 Northumberland Street. These dwellings are adjacent to the mezzanine plant area.

Little detail is provided regarding the proposed ground floor food tenancies. One of these is large (533 m²) and the second quite small (80m²). Both premises will be opposite the approved mixed use development at 1-57 Wellington Street. There is potential for noise from these tenancies to impact occupants of the proposed dwellings if extended trading hours are proposed.

2 Noise to the Subject Development

2.1 Noise Measurements

(Section 3.2 of the report)

Attended and unattended noise measurements were undertaken to quantify noise impacts to the subject development. The primary source of noise in the areas was identified as road traffic. Noise measurements were undertaken at the Wellington Street façade of the building and in Victoria Parade during afternoon peak hour. Noise logging was undertaken from a first floor window overlooking Wellington Street from 5 11 June 2019. The logger location is shown in Figure 4.

The measurement results are presented in Table 2 of the acoustic report, and are 65 to 67 dBA L_{eq} at the Wellington Street façade. Higher levels were measured on Victoria Parade, however these will undergo attenuation before arriving at the façade (Victoria Parade is 110 m south of the subject site).

SLR Comments: *The measurements undertaken can be expected to quantify typical worst case noise impacts to the subject development.*

2.2 Internal Design Targets

(Section 4.1 of the report)

AS/NZS2107 design noise targets are nominated for the commercial building. The targets are provided in Table 4 of the report.

SLR Comments: *The nominated targets are reasonable.*

2.3 Façade Upgrade Treatments

(Section 5.1 of the report)

Thermal double glazing comprising 6 mm glass, 12 mm air cavity and 10.38 mm thick laminated glass is proposed to control the measured external noise. Advice is also provided for controlling noise through façade walls and the roof (the roof upgrade is also designed to control noise from roof mounted mechanical plant).

Attachment 2 - IDAC Report 11 March 2020

Attachment 6 - Acoustic Referral Comments

***SLR Comments**: The proposed glazing can be expected to achieve the nominated internal design targets.*

3 Noise from the Subject Development

3.1 Noise Criteria

(Section 4.2 of the report)

Noise from the subject site, including mechanical plant noise and noise from the retail tenancies, is proposed to be assessed to SEPP N-1.

SEPP N-1 limits have been determined from land use zoning, and from the L_{90} noise levels obtained at the façade of the existing building on the development site

Zoning level calculations have been determined for 21 Northumberland Road and are provided in Table 7 of the report, and are equal to 59 dBA (day), 53 dBA (evening) and 48 dBA (night).

The background noise levels measured at the façade of the building are presented in Table 6.

The calculated noise limits are presented in Table 8 and are equal to 59 dBA (day); 53 dBA (evening) and 48 dBA (night).

***SLR Comments:** Based on the zoning circles shown in Table 7, AECOM's SEPP N-1 limits have been calculated for 21 Northumberland Street. This is an appropriate receiver location to consider because some apartments are likely to overlook mechanical plant on the roof of the development building and / or be exposed to noise from the mezzanine plant area. The background noise data obtained at the Wellington Street façade is, however, unlikely to be representative of receivers at 17 and 21 Northumberland Street (which are further away from traffic noise sources).*

The zoning level calculations shown in Table 2 indicate that the Commercial 2 zone (C2Z) has been designated 'Type' 2. The correct designation is 'Type 3', which would result in higher zoning levels.

Zoning levels and noise limits have not been determined for the multilevel apartments proposed for 1-57 Wellington Street. From our calculations the zoning levels for these apartments would also be higher than AECOM have determined for 21 Northumberland Road. The background noise data obtained in Wellington Street would be suitable for determining noise limits at this receiver location. Taking the above into consideration, the noise limits for this location would be slightly higher than AECOM have identified.

In summary, there are some technical issues around the derivation of SEPP N-1 noise limits presented in the report which should be addressed.

3.2 Mechanical Plant

SLR Comments: *AECOM observe that there will be substantial mechanical plant on the roof of the subject development, and have recommended a roof / ceiling upgrade to control noise from this equipment to the offices below. However, noise to the potentially overlooking apartments at 21 Northumberland Street has not been considered. This is not unreasonable because the mechanical design is unlikely to be sufficiently progressed to allow a full assessment.*

However, it is recommended that the final mechanical design be reviewed by a suitably qualified acoustical consultant to ensure that SEPP N 1 noise limits are met.

We also note that any plant on the mezzanine level will also need to comply with SI PP N-1.

3.3 Noise from Ground Floor Food and Drink Tenancies

(Section 6.0 of the report)

The report includes the statement that if music is proposed to be played within the ground floor café tenancy it should either be at a level that is inaudible outside the café, or separately assessed to ensure that SEPP N 2 noise limits are not exceeded.

***SLR Comments**: The assessment provided for music noise from the café is adequate and we would suggest that it is included as a permit condition.*

The proposed hours of operation for the two food and drinks tenancies are not provided in the report, and if operation outside the SEPP N-1 day period is proposed, we would recommend that noise from patrons be assessed in the report given the proximity of the proposed apartments at 1 57 Wellington Street.

4 Summary

Our review of the acoustic assessment report for 36-52 Wellington Street is provided above. The report addresses noise to the subject development, and identified SEPP N-1 noise limits. We suggest the following:

- The exact locations of all sensitive receiver locations be clearly indicated in the report. From our understanding the critical receivers will be:
  - The proposed mixed use development at 1 57 Wellington Street
  - Occupants of the silo tower at 21 Northumberland Street
  - Occupants of the building west of the silo tower, and immediately adjacent the subject development.
- SEPP N-1 noise limits be determined for all receivers potentially affected by noise from the development. This may involve conducting additional background noise measurements relative to receivers at 21 Northumberland Street. Lower level receivers in this development are likely to be exposed to quite low levels of background noise.
- An assessment of noise from all mechanical plant and equipment be conducted during the detailed design phase of the project, to ensure that SEPP N-1 noise limits are not exceeded.
- An assessment of patron noise from the proposed food and drink tenancies be conducted if the tenancies are to open outside standard daytime hours, as defined in SI PP N-1.
- Music from the food and beverage tenancies is to be played at background levels and is not to be audible outside the tenancies. If higher levels of music are proposed, a formal assessment of this noise to SEPP N-2 should be conducted.

Dot points 1 and 2 should be addressed in a revised acoustic report. The other items could reasonably be addressed via permit conditions.

Attachment 2 - IDAC Report 11 March 2020

Attachment 6 - Acoustic Referral Comments

Regards,

Checked/
Authorised by: JA

Dianne Williams
Associate – Acoustics

Attachment 2 - IDAC Report 11 March 2020

Attachment 7 - Open Space/Internal Urban design referral comments on Public Realm

MeMO

TO:	Amy Hodgen (Statutory Planning)
FROM	Christian Lundh (Urban Design) and Julia Mardjuki (Open Space)
DATE:	10 October 2019
SUBJECT:	36-52 Wellington Street Collingwood
APPLICATION NO:	PLN19/0450
DESCRIPTION:	Full demolition of existing buildings and the construction of a fourteen storey building plus two basement levels associated with office, cafe and food and beverage outlet on the ground level.

COMMENTS SOUGHT

Urban Design and Open Space comments have been sought on the development at the above address, in particular on the public realm and private domain interface along Wellington Street and Northumberland Street. Comments are provided below and are based on the Landscape Town Planning Report dated 10 September 2019 and additional information sought from Town Planning Drawings dated June 2019.

In summary, the drawings are not yet acceptable from an Urban Design perspective. Detailed comments are provided below and we request that the applicant provides a response to each of these items.

Note: The extent of this review is limited to the proposed development's integration with the streetscape and public realm.

Details required on drawings
The following details are required on the drawings:

- Clear distinction between existing and proposed street trees.
- On-street parking bays and line marking that are impacted by the proposal.
- Existing and proposed power/light poles; show on plans and on renders.
- Spot levels, falls/grading along the footpath interfaces. Levels shown on TP 1-103 indicates fall towards the building. Section A (TP02-03) indicates fall towards the building, assumed incorrectly represented in render.
- Indication of surface drainage type, locations and materiality.

Attachment 2 - IDAC Report 11 March 2020

Attachment 7 - Open Space/Internal Urban design referral comments on Public Realm

1. Capital works

There are no known capital works being led by the Urban Design team directly around the site.

2. Ground Floor Interface

The proposed open interface / atrium creating a continuous interface and flow between the private and public domain is supported from an urban design perspective. Materiality, levels and drainage requires further resolutions and details refer further comments below.

3. Street Trees

- Potential to install 3 No. additional street trees along Northumberland Street.
- Coordinate proposed trees with street light locations and other services infrastructure.
- Provide further details on the tree protection measures for the existing street tree prior to development. This must comply with AS1970-2009 Protection of Trees on Development Sites.
- Potential to incorporate structural cells/structural soil and passive irrigation to tree pits should be incorporated subject to engineering requirements.

4. Pedestrian and Vehicular Entrance

- Should tactile indicators and handrails be required due to steps/steep grade change; an appropriate setback within the property boundary must be allocated. No tactile or handrails can be located or protrude into the public realm / footpath or obstruct any desired pedestrian line of travel.

5. Surface materials

- The proposed use of brick paving in the public realm / road is not supported.
- Urban design and Open Space do support the principle of a better public realm outcome and a more cohesive space achieved through a better quality material. The use of bluestone pavers as per the City of Melbourne standards for pedestrian and vehicular standards could be applied. This is subject to resolving an outcome that satisfies the engineering requirements such as the camber on the road, the kerb profile and drainage.
- A delineation of the title boundary will need to be made through a high quality public realm material such as a metal banding.

6. Street Furniture and Fixtures

- The seat by the planter box next to the services and bin area is not supported. Refer notes under section 7 for suggested changes.
- Opportunity to install 1 - 2 No. bench seat along Wellington Street in accordance with City of Yarra Public Domain Manual.
- Potential to install additional bike hoops for building visitors along Wellington Street. City of Yarra Sustainable Transport to confirm requirements. Bike hoops to be in accordance with City of Yarra Public Domain Manual.

Attachment 2 - IDAC Report 11 March 2020

Attachment 7 - Open Space/Internal Urban design referral comments on Public Realm

7. Suggested Improvements and Considerations

- Northumberland Street;
  Consider to end the extent of the proposed brick pavement by the edge of the building canopy. Extend the planter box (seat removed) by the vehicle access to the edge of the canopy. Planter box could then act as an 'end' to the brick pavement facing east.
- Northumberland Street;
  Potential to 'anchor' the suggested steel edge that would delineating the property boundary along Northumberland Street by extending the tree pits slightly to the edge of the property line, abutting the steel edge/property boundary.
- Northumberland Street;
  Consideration could be made when undertaking further design development for the property to the north (part of separate endorsed development), to review the proposed tree locations along the north side of the street to align with the trees proposed within this application, to enhance the cohesiveness of the street.

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Attachment 8 - Open Space Referral Comments

Planning Referral

To:	Amy Hodgen
From:	Julia Mardjuki (Open Space)
Date:	11/10/2019
Subject:	Referral comment on Landscape plans
Application No:	PLN19/0450
Description:	15 storey office building with ground floor retail
Site Address	36 – 52 Wellington Street, Collingwood

If a permit is issued, can we get clarity on these details:

- There's a huge mix of plants proposed, can we get a more specific planting plan show the type, location, quantity, height at maturity and botanical names of all proposed plants;
- Ensure all plants are not on the *DELWP Advisory List of Environmental Weeds in Victoria;*
- There were some vertical and cascading plants proposed. Please provide any details around the climbing frames or associated infrastructure;
- show the type, location, quantity, height at maturity and botanical names of all proposed plants;
- provide a specification of works to be undertaken prior to planting; and
- detail plant/planting maintenance schedules and requirements.

Attachment 2 - IDAC Report 11 March 2020

Attachment 9 - Streetscapes and Natural Values Unit Referral Comments

Planning Referral

To:	Amy Hodgen
From:	Paul Whitten (Arborist)
Date:	24/09/2019
Subject:	Referral comments on Street trees
Application No:	PLN19/0450
Description:	15 storey office building with ground floor retail
Site Address	36 – 52 Wellington Street, Collingwood

The proposed canopies on the Wellington St frontage must have a minimum 3.5m clearance in radius from the street trees.

This allows for an expected canopy width of 3m radius and clearance from infrastructure of 0.5m

Regarding the proposed tree plantings on the north frontage in Northumberland Street.

- There appears (on google street view) to be underground assets that will prevent planting in this location
- If planting is possible and approved, all pedestrian access will be via private property as it will occupy the majority of the available footpath.
- Plant selection must consider shading from north adjacent development, soil volumes and probable use of green infrastructure to limit damage to proposed brick paving.

Attachment 2 - IDAC Report 11 March 2020

Attachment 10 - Engineering Referral Comments

CITY OF YARRA

MEMO

To: Amy Hodgen

From: Mark Pisani

Date: 11 October 2019

Subject: Application No: PLN19/0450
Description: 15-Storey Office Building
Site Address: 36-52 Wellington Street, Collingwood

I refer to the above Planning Application received on 5 September 2019 in relation to the proposed development at 36-52 Wellington Street, Collingwood. Council's Civil Engineering unit provides the following information:

CAR PARKING PROVISION

AECOM *Traffic Impact Assessment* report Revision D dated 27 August 2019

Proposed Development
Under the provisions of Clause 52.06-5 of the Yarra Planning Scheme, the development's parking requirements are as follows:

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
Office	18,308 m²	3 spaces per 100 m² of leasable floor area	549	82
Food and Drink	616 m²	3.5 spaces per 100 m² of leasable floor area	22	0
		Total	**571 Spaces**	**82 Spaces**

* Since the site is located within the Principal Public Transport Network Area, the parking rates in Column B of Clause 52.06-5 now apply.

To reduce the number of car parking spaces required under Clause 52.06-5 (including to reduce to zero spaces), the application for the car parking reduction must be accompanied by a Car Parking Demand Assessment.

Car Parking Demand Assessment
In reducing the number of parking spaces required for the proposed development, the Car Parking Demand Assessment would assess the following:

- *Parking Demand for Office*. The office component of the development would be providing 82 on-site parking spaces, which equates to a rate of 0.44 spaces per 100 square metres of floor area. Throughout the municipality, a number of developments have been approved with reduced office rates, as shown in the following table:

Attachment 2 - IDAC Report 11 March 2020

Attachment 10 - Engineering Referral Comments

Development Site	Approved Office Parking Rate
60 88 Cremorne Street PLN17/0626 issued 21 June 2018	0.72 spaces per 100 m² (200 on site spaces; 27,653 m²)
2-16 Northumberland Street PLN16/0435 issued 14 June 2017	0.89 spaces per 100 m² (135 on-site spaces; 15,300 m²)

Although slightly lower than the above rates, the proposed office parking rate of 0.44 spaces per 100 square metres of floor space is considered appropriate having regard to the site's proximity to public transport services and its connectivity to the on-road bicycle network.

- *Parking Demand for Food and Drinks Premises.* The parking demand generated by the food and drink premises would be accommodated off-site. A staff parking demand rate of 1.0 space per 100 square metres of floor area could be adopted. Applying this rate would equate to a staff parking demand of six spaces. Customers to the food and drink premises would be drawn from the office at the subject site as well as from nearby businesses and residences.
- *Availability of Public Transport in the Locality of the Land.* The site is within walking distance of tram services operating along Smith Street-Gertrude Street and Victoria Parade. Bus services also operate along Victoria Parade. Employees also have the option of using rail services, which can be accessed from North Richmond railway station.
- *Convenience of Pedestrian and Cyclist Access.* The site has very good pedestrian connectivity to public transport nodes and to the on-road bicycle network.
- *Multi-Purpose Trips within the Area.* Customers to the food and drinks premises and clients to the office might combine their trips by engaging in other activities or business whilst in the area.

Appropriateness of Providing Fewer Spaces than the Likely Parking Demand
Clause 52.06 lists a number of considerations for deciding whether the required number of spaces should be reduced. For the subject site, the following considerations are as follows:

- *Availability of Car Parking.* The level of on-street parking that takes place in the vicinity of the site is very high. Areas of unrestricted parking, such as Glasgow Street, are fully occupied and usually from early morning periods. On-street parking for employees is not a practical or viable option.
- *Car Parking Impact of Nearby Developments.* The surrounding area contains a number of large scale approved developments and sites that are currently being considered, as shown below.

Approved Developments	Developments under consideration
73-77 Wellington Street	60-88 Langridge Street
42-44 Oxford Street	60-62 Langridge Street
72-94 Cambridge Street	
51 Langridge Street	
61-71 Wellington Street	
2-16 Northumberland Street	
15-21 Derby Street	
1-57 Wellington Street	
61-75 Langridge Street	

It is not unreasonable to assume that some sort-stay customers, patrons and clients to these developments (food and drink, retail, office uses) may already be parked in the local area (multi-purpose trips). The parking controls within the Collingwood area are time restricted which provide frequent turnover in parking. Although the parking occupancy may be very high at certain times, the turnover in parking provides opportunity for customers and patrons to park short-term. Car parking in the surrounding area should be considered on an area wide-basis rather than on a site/individual basis. Spare on-street car parking capacity would be shared amongst sites within the surrounding area.

- *Relevant Local Policy or Incorporated Document.* The proposed development is considered to be in line with the objectives contained in Council's *Strategic Transport Statement.* The site is ideally located with regard to sustainable transport alternatives and the reduced provision of on-site car parking would potentially discourage private motor vehicle ownership and use.

Adequacy of Car Parking

From a traffic engineering perspective, the waiver of parking associated with the office and food and drink premises is considered appropriate in the context of the development and the surrounding area. Whilst the office's on-site parking provision is lower than empirical office car parking demands, the constrained on-street parking conditions would be a disincentive for employees to drive to work. The site is well serviced by public transport services. The operation of the new office and food and drink premises should not adversely impact on existing parking conditions in the area, which are already constrained.

The Civil Engineering unit has no objection to the reduction in the car parking requirement for this site.

TRAFFIC GENERATION

Trip Generation

AECOM has conservatively assumed an office traffic generation rate of 1.0 trip per on-site parking space for both AM and PM peak hours. Using the rate adopted by AECOM, each peak hour would generate 82 trips. Typically, the office trip generation rate used for developments is 0.5 trips per on-site space in each peak hour.

Directional Splits and Traffic Distribution

Directional split assumptions in each peak hour for the office traffic –

- AM Peak – 10% outbound (8 trips), 90% inbound (74 trips); and
- PM Peak – 90% outbound (74 trips), 10% inbound (8 trips).

The traffic distribution assumptions made by AECOM in section 4.1.2 of the report are considered reasonable.

Traffic Impact – Intersection of Wellington Street and Northumberland Street

The traffic impact of the Wellington Street/Northumberland Street intersection was assessed using the SIDRA program, which measures intersection performance. SIDRA modelling works well under free flowing traffic conditions and may have limitations, such as queuing of downstream traffic. The results of the post-development modelling suggest that the intersection is expected to operate satisfactorily during the PM peak hour. (During the PM peak hour, traffic from 2-16 Northumberland Street would exit their site via Glasgow Street).

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DEVELOPMENT LAYOUT DESIGN

SBJ Architects — Drawing Nos. TP 1-101, TP 1-102 and TP 1-103 Revision 2 dated 23 August 2019; TP 2-105 and TP 3-103 Revision 1 dated 23 August 2019

Layout Design Assessment

Item	Assessment
Access Arrangements	
Development Entrance	The development entrance has a wall-to-wall width of 8.55 metres and satisfies the Australian/New Zealand Standard AS/NZS 2890.1:2004.
Visibility	The exit lane of the development entrance has adequate sight lines of pedestrians. The sight triangle has not been superimposed on the drawings.
Headroom Clearance	The car park has a minimum headroom clearance of 2.2 metres and satisfies AS/NZS 2890.1:2004
Internal Ramped Accessways	The internal ramp has 3.0 wide lanes with 300 mm kerbs and a 900 mm wide median, which satisfies AS/NZS 2890.1:2004.
Car Parking Modules	
At grade Parking Spaces	The dimensions of the parking spaces (2.6 metres by 4.9 metres) satisfy *Design standard 2: Car parking spaces* of Clause 52.06-9.
Accessible Parking Space	With the exception of the length (which satisfies *Design standard 2*), the accessible parking spaces satisfies the Australian/New Zealand Standard AS/NZS 2890.6:2009 No bollard has been provided in the shared area.
Aisles	The aisle widths range from 6.4 metres to 7.325 metres and satisfy *Table 2: Minimum dimensions of car parking spaces and accessways* of Clause 52.06-9.
Column Depths and Setbacks	The columns along the west row of parking spaces of Basement 01 and Basement 02 satisfy *Diagram 1 Clearance to car parking spaces* of Clause 52.06-9. The positions of all other columns throughout the car parks are non compliant.
Clearances to Walls	Clearances of no less than 300 mm have been provided.
Blind Aisle Extension	In Basement 02, a blind aisle extension of 1.321 metres has been provided, which satisfies AS/NZS 2890.1:2004
Motorcycle Spaces	The dimensions of the motorcycle spaces (1.2 metres by 2.5 metres) satisfy AS/NZS 2890.1:2004
Gradients	
Ramp Grade for First 5.0 metres inside Property	The upward grade of 1 in 10 satisfies *Design standard 3: Gradients.*
Ramp Grades and Changes of Grade	The ramp grades and changes of grade satisfy *Table 3 Ramp Gradients* of Clause 52.06-9
Transition Grades at Bases of 1 in 4 Ramp Sections	The 2.0 metre long transition grades at the bases of the 1 in 4 ramp sections are considered insufficient. The lengths of the 1 in 8 transition grades at the bases of the 1 in 4 ramp sections must be no less than 2.5 metres in length in order to satisfy the ground clearance requirements for the B99 design vehicle.

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Attachment 10 - Engineering Referral Comments

Item	Assessment
Other Items	
Loading Arrangements	A single bay (2.6 metres by 4.9 metres) has been provided in Basement 01 and would be serviced by small vans/commercial vehicles the size of a B85 design vehicle. There is no objection to this arrangement.
Small Rigid Vehicle – Turning Movements at Development Entrance	The swept pat diagram for the small rigid vehicle (waste collection vehicle) exiting the site appears to be using the right side (inbound lane) of the development entrance. Clarification on this matter should be provided by the applicant
Vehicle Circulation	No swept path diagrams have been provided to demonstrate vehicle turning movements between the aisle and the internal ramped accessway (particularly in Basement 02 at the south end of the ramp).
Vehicle Passing Movements – Northumberland Street	The provision of parallel on-street parking on the north side of Northumberland Street would reduce the effective carriageway width of the road. How would vehicle passing/conflicts be managed in Northumberland Street, particularly during the peak hours?

Design Items to be Addressed

Item	Details
Visibility	The pedestrian sigh triangle (2.0 metres by 2.5 metres) should be superimposed on the drawings.
Column Depths and Setbacks	Columns that are non-compliant are to be repositioned or redesigned such that they do not encroach with the parking space clearance envelopes (i.e. *Diagram 1* of Clause 52.06 9).
Transition Grades at Bases of 1 in 4 Ramp Sections	The 1 in 8 transition grades at the bases of the 1 in 4 ramp sections must have lengths of no less than 2.5 metres
Vehicle Passing Movements – Northumberland Street	Information on vehicle passing movements/potential vehicle conflict at the western section of Northumberland Street to be discussed.

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Attachment 10 - Engineering Referral Comments

GENERAL ENGINEERING CONDITIONS
Vehicle Crossing

Before the development commences, or by such later date as approved in writing by the Responsible Authority, the new vehicle crossing must be designed and constructed:

- In accordance with any requirements or conditions imposed by Council.
- Demonstrating satisfactory access into and out of the site with a vehicle ground clearance check using the B99 design vehicle, and be fully dimensioned with actual reduced levels (to three decimal places) as per Council's Vehicle Crossing Information Sheet;
- At the Permit Holder's cost; and
- To the satisfaction of Council.

Construction Management Plan

- A Construction Management Plan must be prepared and submitted to Council. The Plan must be approved by Council prior to the commencement of works. A detailed dilapidation report should detail and document the existing and post construction conditions of surrounding road infrastructure and adjoining private properties.

Road Asset Protection

- Any damaged roads, footpaths and other road related infrastructure adjacent to the development site as a result of the construction works, including trenching and excavation for utility service connections, must be reconstructed to Council's satisfaction and at the developer's expense.

Impact of Assets on Proposed Development

- Any services poles, structures or pits that interfere with the proposal must be adjusted, removed or relocated at the owner's expense after seeking approval from the relevant authority.
- Areas must be provided inside the property line and adjacent to the footpath to accommodate pits and meters. No private pits, valves or meters on Council property will be accepted.

Discharge of Water from Development

- Only roof runoff, surface water and clean groundwater seepage from above the water table can be discharged into Council drains.
- Council will not permit clean groundwater from below the groundwater table to be discharged into Council's drainage system. Basements that extend into the groundwater table must be waterproofed/tanked.

Removal, Adjustment, Changing or Relocation of Parking Restriction Signs

- No parking restriction signs or line-marked on-street parking bays are to be removed, adjusted, changed or relocated without approval or authorisation from Council's Parking Management unit and Construction Management branch.
- Any on-street parking reinstated as a result of development works must be approved by Council's Parking Management unit.
- The removal of any kerbside parking sensors and any reinstatement of parking sensors will require the Permit Holder to pay Council the cost of each parking sensor taken out from the kerb/footpath/roadway. Any costs associated with the reinstatement of road infrastructure due to the removal of the parking sensors must also be borne by the Permit Holder.

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Attachment 10 - Engineering Referral Comments

ADDITIONAL ENGINEERING ADVICE FOR THE APPLICANT

Item	Details
Legal Point of Discharge	The applicant must apply for a Legal Point of Discharge under Regulation 133 – Stormwater Drainage of the *Building Regulations* 2018 from Yarra Building Services unit. Any storm water drainage within the property must be provided and be connected to the nearest Council pit of adequate depth and capacity (legal point of discharge), or to Council's satisfaction under Section 200 of the *Local Government Act* 1989 and Regulation 133.

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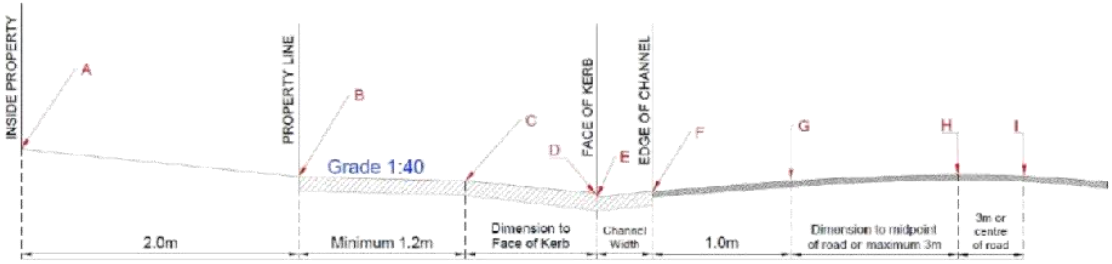
Attachment 10 - Engineering Referral Comments

Vehicle Crossing – Cross Section

The designer is to submit a 1:20 scale cross section for each proposed vehicle crossing showing the following items:

A. Finished floor level 2.0 metres inside property
B. Property line surface level
C. Surface level at change in grade (if applicable)
D. Bullnose (max height 60mm) – must be clearly labelled
E. Surface level at the bottom of the kerb
F. Surface level at the edge of channel
G. Road level 1.0 meter from the edge of channel
H., I. Road levels

- Please note the cross section must be fully dimensioned. As shown in the sketch below.
- Please show both the existing and proposed surface.
- The maximum allowable cross-fall between points B and C is 1:40 (2.5%).
- A bullnose (max 60mm) is permitted at point D, however not compulsory.
- The levels shown must be exact reduced levels, to three decimal points. Interpolation of levels is not acceptable.
- The designer must demonstrate that an 85th or 99th percentile vehicle profile can traverse the design cross section as per the Australian/New Zealand Standard ground clearance template (AS/NZS 2890.1:2004).
- Significant level changes to the existing footpath level B to C will require additional level design either side of the proposed crossing.
- Please include any additional levels or changes in grade that are not shown in the diagram.



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Attachment 11 - Strategic Transport Referral Comments

Planning Referral

To:	Amy Hodgen
From:	Chloe Wright
Date:	10/10/2019
Subject:	Strategic Transport Comments
Application No:	PLN19/0450
Description:	15 storey office building with ground floor retail
Site Address	36 52 Wellington Street, Collingwood

I refer to the above amendment proposal referred on 05/09/2019, and the accompanying Traffic report prepared by AECOM in relation to the proposed development at 36 – 52 Wellington Street, Collingwood. Council's Strategic Transport unit provides the following information:

Access and Safety

Wellington Street separated bike lanes

There are two redundant crossovers at the Wellington Street side of the site. The development should include construction of a raised concrete barrier for the protected bike lane adjacent to the redundant vehicle crossovers at Wellington Street. The extension of the concrete barriers must be consistent with the current concrete barriers and should be shown on the plans prior to endorsement.

Northumberland Street treatment

It is understood that the proposed brick treatment within the road reserve is not supported by other Council Units and an alternative treatment will be proposed. The alternative material for Northumberland Street should provide a smooth surface that is appropriate for cyclists to access the site from Wellington Street and Northumberland Street.

Bicycle Parking Provision

Statutory Requirement

Under the provisions of Clause 52.34-3 of the Yarra Planning Scheme, the development's bicycle parking requirements are as follows:

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Office (other than specified in the table)	18,308 sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	61 employee spaces	
		1 visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	18 visitor spaces	
Retail premises	616 sqm	1 employee space to each 300 sqm of leasable floor area	2 employee spaces	

(other than specified in this table)		1visitor space to each 500 sqm of leasable floor area	1 visitor spaces	
Bicycle Parking Spaces Total			**63 resident / employee spaces**	**180 resident / employee spaces**
			19 visitor spaces	**28 visitor spaces**
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	**7 showers / change rooms**	**20 showers / change rooms**

The development provides a total of 117 additional employee bicycle spaces and 9 additional visitor bicycle spaces over the total requirements of the planning scheme.

Adequacy of visitor spaces

28 visitor spaces are provided at the Northumberland footpath. The following comments are provided in relation to visitor spaces:

- Council's best-practice rate recommends 1 visitor space to each 500sqm of office floor space[1]. This generates a recommended rate of 38 visitor spaces. 10 additional visitor spaces should be provided to meet the best practice rate. It is recommended that additional visitor bicycle spaces are provided at the Wellington Street footpath.
- The location of the proposed visitor spaces at Northumberland Street is in an area that is visible from the public realm and easily accessible to visitors at the site, and is therefore acceptable.
- All visitor parking is provided as a horizontal at-grade hoop. It is recommend that the visitor bike hoops are angled to maximise the pedestrian access way.

Adequacy of employee spaces

Number of spaces

180 spaces are proposed within a bike store room at the ground floor of the development. Council's best practice rate[2] recommends 186 employee spaces.

Design and location of employee spaces and facilities

The design and location of employee spaces and facilities is adequate for the following reasons:

- Employee bike parking is located within a secure facility at the ground-floor, in an easy to access location.
- Pursuant with AS2890.3, at least 20% of the employee bicycle spaces should be provided as horizontal at ground-level spaces. 38 spaces are provided as horizontal rails, which meets the requirement for 20% of the total bike spaces to be horizontal rails.

Electric vehicles / share cars / other relevant topics

Council's BESS guidelines encourage the use of fuel efficient and electric vehicles (EV). It is noted that five EV charging bays are provided at Basement 01. Provision of electrical wiring to allow easy retrofitting of additional EV charging in the future should be provided throughout the car park. A minimum 40A single phase electrical sub circuit should be installed for this purpose.

[1] *Category 6 of the BESS offers this advice.*

[2] *Category 6 of the BESS offers the following for best-practice guidance for employee office rates: 'Non-residential buildings should provide spaces for at least 10% of building occupants ' Assuming a floor-space occupancy of 1 staff member to 10sqm (which is the maximum rate allowed under the National Construction Code for fire safety), providing bicycle spaces for 10% of occupants results in a rate of 1 space per 100sqm of floor area.*

Attachment 2 - IDAC Report 11 March 2020

Attachment 11 - Strategic Transport Referral Comments

Green Travel Plan

It is noted the applicant has supplied a Green Travel Plan (GTP). The GTP is generally adequate, however should be modified to include the following information:

(a) the types of lockers proposed within the change-room facilities, with at least 50% of lockers providing hanging storage space;
(b) security arrangements to access the employee bicycle storage spaces; and
(c) signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3;

Recommendations

The following should be shown on the plans before endorsement:

1. A minimum of 38 visitor bicycle spaces must be provided in a location easily accessible to visitors of the site. All visitor spaces should be provided as a horizontal bicycle rail and must meet clearance and access-way requirements of AS2890.3 or be otherwise to the satisfaction of the responsible authority.
2. A minimum of 186 employee bicycle spaces must be provided. At minimum 20% of employee bicycle spaces must be provided as horizontal bicycle rails.
3. Notations indicating dimensions of the employee and visitor bicycle spaces and relevant access ways to demonstrate compliance with Australian Standard AS2890.3 or be otherwise to the satisfaction of the responsible authority.
4. The car park must be electrically wired to allow for additional EV charging bays to be installed in the future. A minimum 40A single phase electrical sub circuit should be installed to these areas for this purpose.
5. Construction/extension of the raised concrete barrier for the Protected Bike Lane adjacent to the redundant vehicle crossovers at Wellington Street.

Regards

Chloe Wright

Sustainable Transport Officer
Strategic Transport Unit

Attachment 2 - IDAC Report 11 March 2020

Attachment 12 - City Works Unit Referral Comments

Planning Referral

To:	Amy Hodgen
From:	Atha Athanasi (Contract Management Officer – City Works Services)
Date:	07/09/2019
Subject:	Referral comments on Waste Management Plan
Application No:	PLN19/0450
Description:	15 storey office building with ground floor retail
Site Address	36 – 52 Wellington Street, Collingwood

The waste management plan for 36-52 Wellington Street, Collingwood authored by AECOM and dated 15/08/19 is not satisfactory from a City Works branch's perspective. Issues to be resolved include, but may not be limited to the following:

1. Five collections per stream is an excessive number and should be reduced.
2. Please detail how hard waste will be managed.
3. Please provide an explanation of how risk will be managed
4. A clause must be included in the plan regarding potential review into the service if operational requirements change.

Further clarification provided 27/02/2020:

The easiest way to minimise truck movements would be to have a larger waste room that can accommodate more bins, however they have other options they could explore if this is not practical.

Risks associated with the management and collection process for waste at the development.

Attachment 2 - IDAC Report 11 March 2020

Attachment 13 - Streetscape and Natural Values Referral Comments

Planning Referral

To:	Amy Hodgen
From:	Paul Whitten (Arborist)
Date:	24/09/2019
Subject:	Referral comments on Street trees
Application No:	PLN19/0450
Description:	15 storey office building with ground floor retail
Site Address	36 – 52 Wellington Street, Collingwood

The proposed canopies on the Wellington St frontage must have a minimum 3.5m clearance in radius from the street trees.

This allows for an expected canopy width of 3m radius and clearance from infrastructure of 0.5m

Regarding the proposed tree plantings on the north frontage in Northumberland Street.

- There appears (on google street view) to be underground assets that will prevent planting in this location
- If planting is possible and approved, all pedestrian access will be via private property as it will occupy the majority of the available footpath.
- Plant selection must consider shading from north adjacent development, soil volumes and probable use of green infrastructure to limit damage to proposed brick paving.

1.6 PLN19/0450 - 36-52 Wellington Street, Collingwood - Construction of a multi-storey office building, use of the land for food and drink premises and a reduction in the car parking requirement.

Reference: D20/25752
Authoriser:

RECOMMENDATION

That having considered all objections and relevant planning policies, the Committee resolves to notify the Victorian Civil and Administrative Tribunal and all parties that had Council been in a position to determine the application, it would have issued a Notice of Decision to Grant a Planning Permit PLN19/0450 for construction of a multi-storey office building, use of the land for food and drink premises and a reduction in car parking requirements at 36-52 Wellington Street, Collingwood, subject to the following conditions:

1. Before the development starts 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 identified as TP0-100 – TP9-101 dated 31 January 2020, prepared by Jackson Clements Burrows Architects but modified to show:

   (a) The height of the western portion of the building reduced by increasing the setback of Level 12 by 11m from the western boundary (i.e. to match Level 13), with subsequent relocation of the Level 13 terrace to Level 12;

   (b) Café relabelled as 'Food and Drink (café) Tenancy 1' and the food and drink premises relabelled as 'Food and Drink Tenancy 2';

   (c) Size of the rainwater tank to be annotated;

   (d) Timber frame construction to be referenced on the section drawings;

   (e) A pedestrian sightline triangle (2m x 2.5m) to be superimposed on the drawings at the exit point from the site;

   (f) Columns that are non-compliant with Diagram 1 of clause 52.06-9 repositioned or redesigned to not encroach upon the parking space;

   (g) 1:8 transition grades at the base of vehicle ramps to be a minimum of 2.5m in length;

   (h) Revised vehicle crossover cross-sectional drawing in accordance with the City of Yarra Vehicle Crossings Information Sheet demonstrating that a 99th percentile vehicle profile can traverse the crossover;

   (i) Changes as a result of the road safety audit if required by the responsible authority;

   (j) Minimum 1.5m wide footpath area clear of any obstructions (e.g. street furniture, bicycle parking areas, street tree pits etc.) identified along Northumberland Street;

   (k) Minimum 3.5m clearance in radius is provided from the existing street trees along Wellington Street;

   (l) Roof top services screen modified from white to be a light grey colour finish;

   (m) Additional staff bicycle spaces to achieve BESS best practice (i.e. total of 186);

   (n) Any requirement of the endorsed Façade Strategy and materials and Finishes plan, where relevant show on the plans in accordance with condition 4;

(o) any requirement of the endorsed Sustainable Management Plan, where relevant to show on plans in accordance with Condition 9;

(p) any requirement of the endorsed Waste Management Plan, where relevant to show on plans in accordance with Condition 12;

(q) any requirement of the endorsed Acoustic Report, where relevant to show on plans in accordance with Condition 15;

(r) any requirement of the endorsed Wind Report, where relevant to show on plans in accordance with Condition 19; and

(s) Any requirement of eth endorsed landscaping plan, where relevant to shown on plans in accordance with Condition 17.

2. The use and development as shown on the endorsed plans must not be altered without the prior written consent of the responsible authority.

3. As part of the ongoing consultant team, Jackson Clements Burrows 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.

Façade Strategy

4. 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) elevation drawings at a scale of 1:20 illustrating typical podium details, entries and doors, and utilities and typical tower facade details including;

(i) the use of actual bricks (i.e. not snaplock) within the podium

(ii) timber frame construction

(b) section drawings to demonstrate façade systems, including fixing details and joints between materials or changes in form;

(c) information about how the façade will be maintained; and

(d) a sample board and coloured drawings outlining colours, materials and finishes

Food and drink premises use

5. Except with the prior written consent of the responsible authority, the food and drink premises (incl. café) may only operate between the hours of 7.00am and 6.00pm, seven days per week.

6. No more than 20 patrons are permitted within the Food and Drink (café) Tenancy 1 at any one time.

7. No more than 130 patrons are permitted within Food and Drink Tenancy 2 at any one time.

8. The provision of music and entertainment within the food and drink premises (incl. café) must be at a background noise level.

Sustainable Management Plan

9. Before the development starts, 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 Aurecon prepared on 28 June 2019, but modified to include or show:
   (a) A more comprehensive shading strategy
   (b) Daylight modelling for a typical floor
   (c) U-Value, Solar Heat Gain Coefficient and Visible Light Transmission of the glazing solution proposed
   (d) Preliminary energy modelling report
   (e) Supporting details for Thermal Performance based on façade properties
   (f) Supporting data for Green House Gas reduction credits
   (g) Solar photovoltaic system capacity
   (h) Landscaping shown on terraces to be included in BESS scope
   (i) A statement addressing how the building design has mitigated urban heat island
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, or by such later date as approved in writing by the Responsible Authority, 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 endorsed Sustainability Management Plan pursuant to Condition 9 have been implemented, including a 5 star Green Star rating.

Waste Management Plan

12. Before the development commences, an amended Waste Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Waste Management Plan will be endorsed and will form part of this permit. The amended Waste Management Plan must be generally in accordance with the Waste Management Plan prepared by Aecom and dated 15 August 2019, but modified to include (or show/address):
   (a) Reduce the number of waste collections required;
   (b) Detail on managing hard waste;
   (c) An explanation on how risk associated with the waste management and collection process will be managed.
   (d) A clause that would require the review of the waste management plan if the operational requirements are to change.

13. The provisions, recommendations and requirements of the endorsed Waste Management Plan must be implemented and complied with to the satisfaction of the responsible authority.

14. The collection of waste from the site must be by private collection, unless with the prior written consent of the responsible authority.

Acoustic report

15. Before the development commences, an amended Acoustic Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Acoustic Report will be endorsed and will form part of this permit. The amended Acoustic Report must be generally in accordance with the Acoustic Report prepared by Aecom and dated 28 June 2019, but modified to include (or show, or address):

    (a) The exact locations of all sensitive receiver locations clearly indicated in the report;

    (b) SEPP N-1 noise limits determined from all receivers potentially affected by noise from the development; and

    (c) An assessment of noise from all mechanical plan and equipment to be conducted during the detailed design phase of the project, to ensure that SEPP N-1 noise limits are not exceeded.

16. The provisions, recommendations and requirements of the endorsed Acoustic Report must be implemented and complied with to the satisfaction of the responsible authority.

Landscape Plan

17. Before the development commences, a Landscape Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Landscape Plan will be endorsed and will form part of this permit. The Landscape Plan must be generally in accordance with the Landscape Town Planning Report prepared by Openwork Pty Ltd and dated 10 September 2019, but modified to include (or show):

    (a) Planting within the title boundaries;

    (b) The planter boxes extended along the southern side of the Level 4 terrace

    (c) Detailed planting plan showing the type, location, quantity, height at maturity and botanical names of all proposed plants;

    (d) Confirm plants are not on the *DELWP Advisory List of Environmental Weeds in Victoria;*

    (e) detail of supporting structures for any vertical and cascading plants (if proposed);

    (f) provide a specification of works to be undertaken prior to planting; and

    (g) detail plant/planting maintenance schedules and requirements

    to the satisfaction of the responsible authority.

18. Before the development 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.

Wind Assessment Report

19. Before the development starts, a Wind Assessment to the satisfaction of the responsible authority must be submitted to, and approved by, the responsible authority. When approved, the Wind Assessment will be endorsed and will form part of this permit. The Wind Assessment must address (include/show):

(a) Wind tunnel testing to verify the assumptions within the desktop study prepared by Windtech and dated 21 August 2019;

(b) Achieve recommended criteria without the reliance on vegetation

20. The provisions, recommendations and requirements of the endorsed Wind Assessment Report must be implemented and complied with to the satisfaction of the responsible authority.

Public Realm works

21. Before the development starts, an amended Public Realm Plan to the satisfaction of the responsible authority must be submitted to, and approved by, the responsible authority. When approved, the Public Realm Plan will be endorsed and will then form part of this Permit. The public realm works must be generally in accordance with the Landscape Town Planning Report prepared by Openwork Pty Ltd and dated 10 September 2019, but modified to show:

(a) Clear distinction between existing and proposed street trees.

(b) Street tree planting along Northumberland Street to have regard to:

(i) any underground services

(ii) Shading from the development to the north

(iii) Soil volumes

(iv) Root impact on surface treatments

(c) Minimum 1.5m wide footpath area adjacent Northumberland Street that is clear of any obstructions (e.g. street furniture, bicycle parking areas, street trees pits etc);

(d) On-street parking bays and line marking that are impacted by the proposal.

(e) Existing and proposed power/light poles;

(f) Spot levels, falls/grading along the footpath interfaces.

(g) Indication of surface drainage type, locations and materiality

(h) Clarify whether tactile indicators and/or handrails are required and demonstrate that these will not obstruct any desired pedestrian line of travel

(i) Replace brick pavers within in the public realm (incl. road) with an alternative material in accordance with the City of Yarra's Public Domain Manual and smooth for cyclists;

(j) Delineation of the title boundaries (e.g. non slip/trip metal banding)

(k) Delete the planter box seat next to the vehicle entrance;

(l) Provision for 5 bicycle hoops and a bench seat along Wellington Street in accordance with the City of Yarra's Public Domain Manual;

(m) Bicycle hoops along Northumberland Street and Wellington Street to be angled to maximise the pedestrian accessway width;

(n) Heritage interpretation programme to include signage near the corner of Northumberland and Wellington Streets that provides a brief illustrated history of the old Victoria Distillery; and

(o) the raised concrete barrier for the Copenhagen lane extended across the reinstated vehicle crossing and any subsequent lane marking/painting.

22. The public realm works shown on the endorsed Public Realm Plan must be carried out and completed before the development is occupied or by such later date as approved in writing by the responsible authority, at the permit holder's cost and to the satisfaction of the responsible authority.

23. Prior commencement of the development authorised by this permit, or at a later date if agreed in writing by the responsible authority, the owner (or another person in anticipation of becoming the owner) must enter into an agreement with the Responsible Authority under Section 173 of the *Planning and Environment Act* 1987, which provides for the following:

(a) Minimum 1.5m wide footpath area adjacent to Northumberland Street as shown on the endorsed plans pursuant to condition 1 of this permit must remain unobstructed and maintained by the owner in good order, at no cost to Council, to the satisfaction of the Responsible Authority.

The owner, or other person in anticipation of becoming the owner, must meet all the expenses of the preparation and registration of the agreement, including the Responsible Authority's costs and expenses (including legal expenses) incidental to the preparation, registration and enforcement of the agreement.

Road Infrastructure

24. Prior to the endorsement of plans, a Road Safety Audit to assess and provide recommendations on the following:

(a) How conflicts will be managed at the western end of Northumberland when parked cars are present

25. Before the development is occupied, or by such later date as approved in writing by the responsible authority, any new vehicle crossing must be constructed:

(a) in accordance with any requirements or conditions imposed by Council;

(b) at the permit holder's cost; and

(c) to the satisfaction of the responsible authority.

26. Before the building is occupied, or by such later date as approved in writing by the responsible authority, any redundant vehicular crossings 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.

27. Before the development is occupied, or by such later date as approved in writing by the responsible authority, any damage to Council infrastructure resulting from the development reinstated:
    (a) at the permit holder's cost; and
    (b) to the satisfaction of the responsible authority.
28. All road pavement reinstatements must be consolidated as single full-width areas of reinstatement to reduce further construction joints in the pavement.

Car parking

29. Before the development 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; and
    (c) line-marked or provided with some adequate means of showing the car parking spaces

    to the satisfaction of the responsible authority.

Green Travel Plan

30. Before the development is occupied, an amended Green Travel Plan to the satisfaction of the responsible authority must be submitted to, and approved by, the responsible authority. When approved, the amended Green Travel Plan will be endorsed and will form part of this permit. The amended Green Travel Plan must be generally in accordance with the Green Travel Plan prepared by Aecom and dated 27 August 2019, but include the following:
    (a) Types of lockers within the change-room facilities, with at least 50% of lockers providing hanging storage space;
    (b) Security arrangements to access the employee bicycle storage space; and
    (c) Signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3.
31. The provisions, recommendations and requirements of the endorsed Green Travel Plan must be implemented and complied with to the satisfaction of the responsible authority.

Lighting

32. Before the development 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

33. Finished floor levels shown on the endorsed plans must not be altered or modified without the prior written consent of the responsible authority.

34. The amenity of the area must not be detrimentally affected by the construction and use, including through:

    (a) the transport of materials, goods or commodities to or from land;

    (b) the appearance of any buildings, works or materials;

    (c) the emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil or

    (d) the presence of vermin

    to the satisfaction of the responsible authority.

35. Before the development 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.

36. All buildings and works must be maintained in good order and appearance to the satisfaction of the responsible authority.

37. All pipes, fixtures and fittings servicing any building on the land must be concealed in service ducts or otherwise hidden from view to the satisfaction of the responsible authority.

38. 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 7.00am or after 6.00pm;

    (b) Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday) before 9.00am or after 3.00pm; or

    (c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.

Tree Management Plan

39. Before the development commences, a Tree Management Plan to the satisfaction of the Responsible Authority must be prepared by a suitably qualified Arborist and must be submitted to and approved by the Responsible Authority. When approved the Tree Management Plan will be endorsed and will form part of this permit. The Tree Management Plan must make recommendations for:

    (a) the protection of the street trees adjacent to the Wellington Street frontage;

        (i) pre-construction;

        (ii) during construction; and

        (iii) post construction

    (b) the provision of any barriers;

    (c) any pruning necessary; and

    (d) watering and maintenance regimes,

    to the satisfaction of the Responsible Authority.

40. The provisions, recommendations and requirements of the endorsed Tree Management Plan must be complied with and implemented to the satisfaction of the Responsible Authority.

Construction Management

41. Before the development starts, 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 road 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

(vi) any site-specific requirements.

During the construction:

(q) any stormwater discharged into the stormwater drainage system must be in compliance with Environment Protection Authority guidelines;

(r) 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;

(s) vehicle borne material must not accumulate on the roads abutting the land;

(t) the cleaning of machinery and equipment must take place on the land and not on adjacent footpaths or roads; and

(u) all litter (including items such as cement bags, food packaging and plastic strapping) must be disposed of responsibly.

Time expiry

42. This permit will expire if:

(a) The development is not started within two (2) years of the issue date of this Permit.

(b) The development is not completed within four (4) years of the issue date of this Permit.

(c) The use is not started within five (5) years of the issue date of this Permit.

The Responsible Authority may extend the periods referred to if a request is made in writing before the permit expires or within six months afterwards for commencement or within twelve months afterwards for completion

Notes:

A building permit maybe required before development is commenced. Please contact Council's Building Services on 9205 5555 to confirm.

A vehicle crossing permit is required for the construction of the vehicle crossing(s). Please contact Council's Construction Management Branch on 9205 5555 for further information.

Provision must be made for drainage of the site to a legal point of discharge. Please contact Council's Building Services on 9205 5555 for further information.

Areas must be provided inside the property line and adjacent to the footpath to accommodate pits and meters. No private pits, valves or meters on Council property will be accepted.

All future employees within the development approved under this permit will not be permitted to obtain employee or visitor parking permits.

Submission

Vaughan Connor addressed the Committee on behalf of the Applicant.

INTERNAL DEVELOPMENT APPROVALS COMMITTEE RESOLUTION

Moved: Councillor Jolly **Seconded:** Councillor Searle

That the Committee resolves to notify the Victorian Civil and Administrative Tribunal and all parties that had Council been in a position to determine the application, it would have issued a Notice of Refusal to Grant a Planning Permit PLN19/0450 for construction of a multi-storey office building, use of the land for food and drink premises and a reduction in car parking requirements at 36-52 Wellington Street, Collingwood, on the following grounds:

1. The proposed height and scale of the development is excessive and not site responsive.
2. The proposed development fails to respond appropriately to the heritage interface, resulting in a loss of visual identity and principal views to the old distillery site.
3. Waste management processes are unacceptable.
4. The proposed development fails to achieve acceptable levels of environmental sustainable design.

CARRIED UNANIMOUSLY

5.1 Notice of Motion No.12 of 2020 - Investing in the post-COVID Recovery

Reference: D20/134941
Authoriser: Group Manager Chief Executive's Office

I, Councillor Amanda Stone, hereby give notice that it is my intention to move the following motion at the Ordinary Meeting of Council to be held on 27 August 2020:

1. *That Yarra Council acknowledge that:*
   (a) *the restrictions resulting from the COVID-19 pandemic, and the current lockdown in particular, has resulted in serious, negative and ongoing impacts to many Yarra residents and businesses;*
   (b) *the overall impacts of this pandemic won't be fully understood or felt for some time and could last for many years;*
   (c) *recovery from the pandemic will necessitate significant investment of funds and resources from all levels of government;*
   (d) *the Recovery provides an opportunity to rebuild community wellbeing and the local economy, based upon principles of social justice and environmental sustainability;*
   (e) *a recovery must by definition, build community resilience to future social, economic and environmental shocks and challenges, including the known impacts of climate change; and*
   (f) *the Council's adopted Climate Emergency Plan can provide a strong framework to guide future planning post-COVID.*
2. *That Yarra Council commit to investing in a post COVID Recovery Plan comprising projects that will support Yarra Community members who have been hit hardest by the pandemic and build broader community resilience to future shocks.*
3. *That this program of recovery projects will:*
   (a) support innovative approaches through Yarra's Social and Affordable Housing Strategy to facilitate increased growth of social and affordable housing in Yarra;
   (b) invest in community led initiatives and programs that will stimulate environmentally responsible small businesses in Yarra, to increase access to well-paying and sustainable jobs that both offer training and advancement opportunities;
   (c) radically transform the Yarra community carbon emission footprint by accelerating investment in the Climate Emergency Plan and in active transport infrastructure;
   (d) leverage funding- whether State or Federal or through borrowing or other sources - to enhance public community infrastructure, that will promote community participation and support the health, wellbeing and connectedness of residents;
   (e) ensure that decisions made about these projects are informed by, and that consultation is centered on, those who have been most impacted in Yarra: including those from Aboriginal and Torres Strait Islander backgrounds, culturally diverse communities, public housing residents, young people and other marginalised groups; and
   (f) use Council's adopted Climate Emergency Plan as a guiding framework.
4. *That a Workshop to develop the details of a Post-COVID Recovery Plan be held in September with Councillors, Executive Members and other relevant officers, with a report back to Council on a proposed Recovery Plan and recommendations for financially resourcing the Plan, which may include borrowing.*

5. That this Plan:

(a) be based on the key principles of working towards a just, fair and sustainable future and Council's adopted Climate Emergency Plan; and

(b) be referred to the new Council for inclusion in the Yarra Council Plan 2020-2024 along with consideration of the Sustainable Development Goals as an additional guiding framework.

RECOMMENDATION

1. That Yarra Council acknowledge that:
   (a) the restrictions resulting from the COVID-19 pandemic, and the current lockdown in particular, has resulted in serious, negative and ongoing impacts to many Yarra residents and businesses;
   (b) the overall impacts of this pandemic won't be fully understood or felt for some time and could last for many years;
   (c) recovery from the pandemic will necessitate significant investment of funds and resources from all levels of government;
   (d) the Recovery provides an opportunity to rebuild community wellbeing and the local economy, based upon principles of social justice and environmental sustainability;
   (e) a recovery must by definition, build community resilience to future social, economic and environmental shocks and challenges, including the known impacts of climate change; and
   (f) the Council's adopted Climate Emergency Plan can provide a strong framework to guide future planning post-COVID.
2. That Yarra Council commit to investing in a post COVID Recovery Plan comprising projects that will support Yarra Community members who have been hit hardest by the pandemic and build broader community resilience to future shocks.
3. That this program of recovery projects will:
   (a) support innovative approaches through Yarra's Social and Affordable Housing Strategy to facilitate increased growth of social and affordable housing in Yarra;
   (b) invest in community led initiatives and programs that will stimulate environmentally responsible small businesses in Yarra, to increase access to well-paying and sustainable jobs that both offer training and advancement opportunities;
   (c) radically transform the Yarra community carbon emission footprint by accelerating investment in the Climate Emergency Plan and in active transport infrastructure;
   (d) leverage funding- whether State or Federal or through borrowing or other sources - to enhance public community infrastructure, that will promote community participation and support the health, wellbeing and connectedness of residents;
   (e) ensure that decisions made about these projects are informed by, and that consultation is centered on, those who have been most impacted in Yarra: including those from Aboriginal and Torres Strait Islander backgrounds, culturally diverse communities, public housing residents, young people and other marginalised groups; and
   (f) use Council's adopted Climate Emergency Plan as a guiding framework.
4. That a Workshop to develop the details of a Post-COVID Recovery Plan be held in September with Councillors, Executive Members and other relevant officers, with a report back to Council on a proposed Recovery Plan and recommendations for financially resourcing the Plan, which may include borrowing.

5. That this Plan:

   (a) be based on the key principles of working towards a just, fair and sustainable future and Council's adopted Climate Emergency Plan; and

   (b) be referred to the new Council for inclusion in the Yarra Council Plan 2020-2024 along with consideration of the Sustainable Development Goals as an additional guiding framework.

Attachments
There are no attachments for this report.